

FOCUS ON THE SOUTH-WEST MACKEREL

Maximum limit fines on Scots

THREE Scottish skippers were each fined the maximum £1,000 after a two-day trial last week for fishing inside Cornwall's three-mile limit.

Magistrates from Pydar, sitting at a special court at Helston, found them guilty of breaking a bye-law which prohibits the use of purse seine nets and fishing by boats of more than 80ft. within the zone.

The skippers were David Andrew (39 of the 89ft. purse seiner *Gallie Rose*; Forbes Cameron (29) of her sister-ship *Gallie May*; and Robert Tait (30) of the purse seiner *Comrade*. The men were allowed to keep their nets, gear and catch. All pleaded not guilty.

A fourth skipper, Andrew Tait (38) of the 135ft. purse seiner *Chris Andro*, was found not guilty.

Tait told the court he had read a great deal of press publicity. "I thought the case was over and I was coming here today only for sentence," he said. "I did not think I could get a fair trial."

He denied that he had been fishing at all on the evening in question. When five miles off the Lizard he had found his purse seine net to be badly torn and had come within 1 1/2 miles of land to carry out repairs.

They were mending the net for over two hours and had just drawn it in when the fishery protection boat arrived.

Skipper Andrew of *Gallie Rose* said that on that night he was 3.02 miles off Black Head. "My radar is accurate," he said. They had closed their net and finished fishing while still outside the three-mile limit. It took 1 1/2 hours to haul in the net, and the tide took him towards land.

"I was 2.72 miles off Lizard Point when the fishery vessel came up," he said.

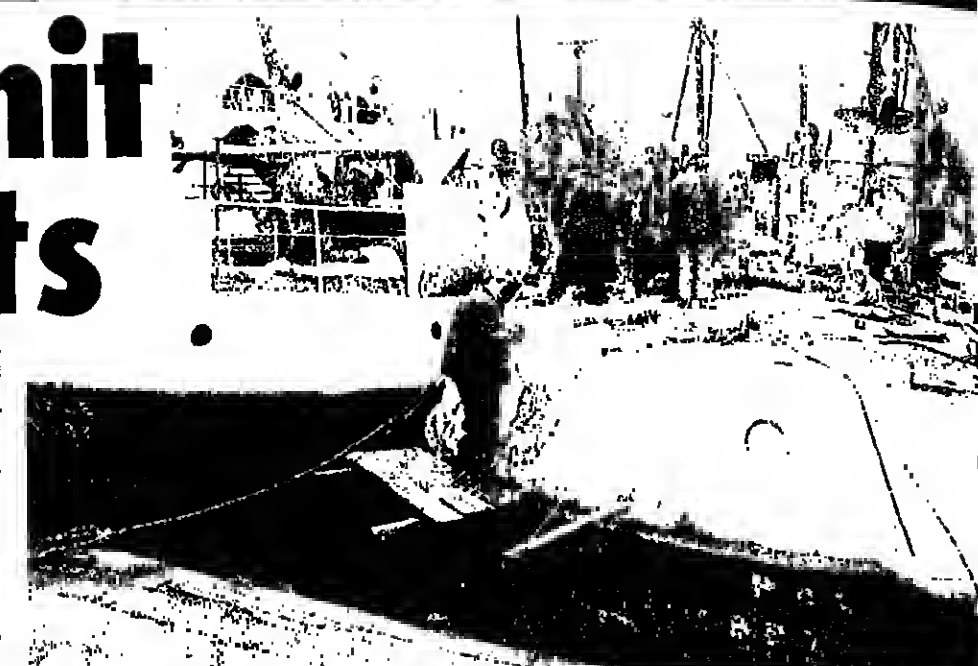
He added that the value of his purse seine net is £45,000. They can be purchased, but there is a long waiting time while they are being made up.

Skipper Cameron of *Gallie May* was not called to give evidence. Defending Robert and Andrew Tait, Philip Stephens said: "In my experience of 25 years, rarely has a prosecution in the county, or the country, been prefaced with such advanced prosecution publicity."

The proceedings of Cornwall Sea Fisheries Committee a month ago had clearly pre-supposed the guilt of the defendants, and while he had complete confidence that the court would discharge its duties, it must be extremely difficult for magistrates to completely ignore or put out of mind the statements that had been made.

Mr. Stephens said he wondered what members of the committee are thinking about when they said that those apprehended were the offenders, and had gone on to hope that maximum penalties would be applied.

Mr. C. W. L. Jarvis, defending Andrew and Cameron, said: "I except every word that Mr. Stephens has said about the publicity which has attended this unfortunate case."



Workers clearing the boat dock of *Crystal Palace* before conversion and strengthening work on baglin. Alongside (left) is *Carlisle*, which has just completed conversion for pelagic fishing and has sailed south-west.

'MADRID' BACK ON MACKEREL

CONSOLIDATED Fisheries' former distant water trawler *Real Madrid* left Grimsby last Friday to resume mid-water trawling for mackerel off the Cornish coast.

Real Madrid has been out of fishing since mid-December when she grounded while trying to anchor outside Plymouth in heavy weather.

Dry-docking later revealed damaged plates and frames beneath her fishroom and she was brought back to her home port. She then went to North Shields where repairs were carried out in one of the Swen Hunter Group yards.

The command of the converted *Real Madrid* has been given to Skipper Ted Cotton, formerly of *Blackburn Rovers*, and one of Consolidated's most experienced skippers.

The 140-footer now joins sister-ship, *Carlisle* (Skipper Keith Heron), which left the Humber port following an identical conversion earlier this month for the south-west mackerel grounds.

Carlisle has not had the best of luck with the weather so far, but when it has moderated she has fished well making several really large hauls.

Meantime, conversion work on another sister-ship *Crystal Palace*, is nearing completion. The South-Western Mechanised Fishing net drum was scheduled for fitting to the boat deck this week at Grimsby and she could be heading south at the



Skipper Ted Cotton has now taken command of *Real Madrid*.

end of the month or early March.

This will end the first phase of conversions of former distant water ships by Consolidated Fisheries. Further vessels have been

selected for modification, but the firm will first review the progress of *Real Madrid*, *Carlisle* and *Crystal Palace*.

Boston Deep Sea Fisheries Ltd. at Grimsby may shortly begin a similar exercise with *Prince Philip*.

Not so fortunate has been the 74ft. multi-purpose *Shua*, which returned to Grimsby from the south-west on February 13.

The *Tom Sleight* (FSI Ltd. vessel, badly damaged by fire last November at North Shields, did not leave Grimsby until January 22. Although Skipper John Lums resigned to take command of a Shields-based vessel, her brief excursion in the mackerel grounds is something of a mystery.

Two freezers in at Milford

THE HULL freezer stern trawlers *St. Benedict* and *Princess Anne* put into Milford Haven last week with combined total of 1,000 tons of mackerel which was transferred to the dock in the refrigerated vessel *Stor* for shipment to Nigeria.

Transfers have previously been done at sea, but the vessels' owners agreed to experiment in port due to the risk of damage unloading at sea. Additional men were taken on by Milford Docks Co. to assist with the transfer.

Ron Faulkner of Thomas Hamling and Co., owners of

DOLE WARNING

A DIRE warning about the dangers of unemployment in the south-west fishing industry has been given by Liberal MP for Truro, David Penhalligon, during a Commons debate.

Speaking on Thursday last week in a debate about unemployment in the south-west, he said: "I warn the Government that if the full blast of technology in fishing is let loose, the mackerel fishing industry in Cornwall as we know it will cease to exist."

"Instead of employing the 1,000 people who are now involved in mackerel fishing in Cornwall, before many years

are out we shall see six or eight purse seiners employing 80 people while the other 950 are on the dole."

James Prior (Lowestoft, Con), for the opposition, urged support for small industries and also pointed out that manufacturing in Devon and Cornwall are bound up with fishing.

Harold Walker, Minister of State for Employment, said the size of the problem in the south-west made it inconceivable that merely building up fisheries and agriculture would remedy the problems.

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COMMENT

THIS WEEK we feature the top-earning vessels in the fleet last year. As the value of the annual British catch boat the £200m. mark for the first time during 1976, there were many eye-raising performances. Records fell regularly throughout the year — right across the fleet.

On the surface, the gloom and doom surrounding press coverage of the industry looks misplaced when set against the performance of the fleet. But, a closer examination, shows just what skippers had to do to get their fish.

As the noose of limit and quota restrictions tightened on the fleet, traditional fishing patterns were completely disrupted and almost all sections of the fleet felt the effects.

While distant water freezers went off to Greenland, others were having to go down to the south-west mackerel grounds where they were also joined by freezers.

There was a similar situation in Scotland, where the west coast boats found themselves prawning and white fishing on the east coast, while others went down on the Cornish mackerel.

This year the outlook looks even worse, as we see freezers sail off on 4,500-mile trips to Canada.

Throughout all this desperate hunt for fish it was cod which remained the prize quarry. Prices advanced by more than 50 per cent over the year. With the auction price averaging out at £375 a ton, this was even better than contract prices in Norway which rose by 20 per cent to £332 a ton.

As our companion paper *Fishing News International* notes in its March issue: "If Hull skipper, Bill Brettell, had brought back the same amount of fish last year, as he did 10 years ago, his earnings would now be on the £1m. mark."

It is figures like these which should bring home to our Government — and the EEC — how important the coming deal with Norway is to the British fishing industry and the national economy.

fishing news

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Last day to bid in RNLI sale

TODAY (Friday) is the last chance to make your bid to boost the RNLI's fund at Peterhead.

A number of items of fishing gear have been donated by Hugh Norman Marine Sales Ltd., Ellon, Aberdeenshire, agents for the three Norwegian companies supplying the gear.

They include eight torpedo-shaped fenders, an automatic duck-down dahl light and a 60ft. coil of 2 1/2 in. dia. polypropylene rope.

The gifts have been displayed this week in the furniture store window of R. Gordon, Peterhead.

Offers for the equipment will close during the 45th Annual Lifeboat Ball which takes place at Peterhead tonight (Friday). Any bidders should telephone Mr. Gordon on Peterhead 3504.

Inshoremen seething over landing rules

INSHORE fishermen at Grimsby are taking legal advice over the ultimatum from the local branch of the National Dock Labour Board to stop all fish being landed without the employment of registered lumper from March 6 (*Fishing News*, February 18).

Last week most skippers were still seething over the decision and defiantly prepared, if necessary, to continue unloading their own vessels after the March deadline.

An owner told *Fishing News*: "If the men submit to this new ruling, or as with the 1974 rules have no other option but to let the lumper

aboard, we might as well pack up."

"I personally shall put my vessel up for sale the moment a lumper sets foot on her. All we can do at the moment is hope for a special dispensation, or a legal ruling in our favour."

Even some lumpers were not in favour of the decision and one man speaking to *Fishing News* said: "Yes, I think they have overstepped the mark. We do not want to be messing around doubling on inshore with half-a-dozen kits. It's when they start bringing in big catches that the union (TGWU) must clamp down on our interests."

"I voted in favour of the token strike over Wardley because she was making more money and landing more fish as an inshore gill-netter than she ever did as a seiner. More seiners were bound to follow what Wardley had done."

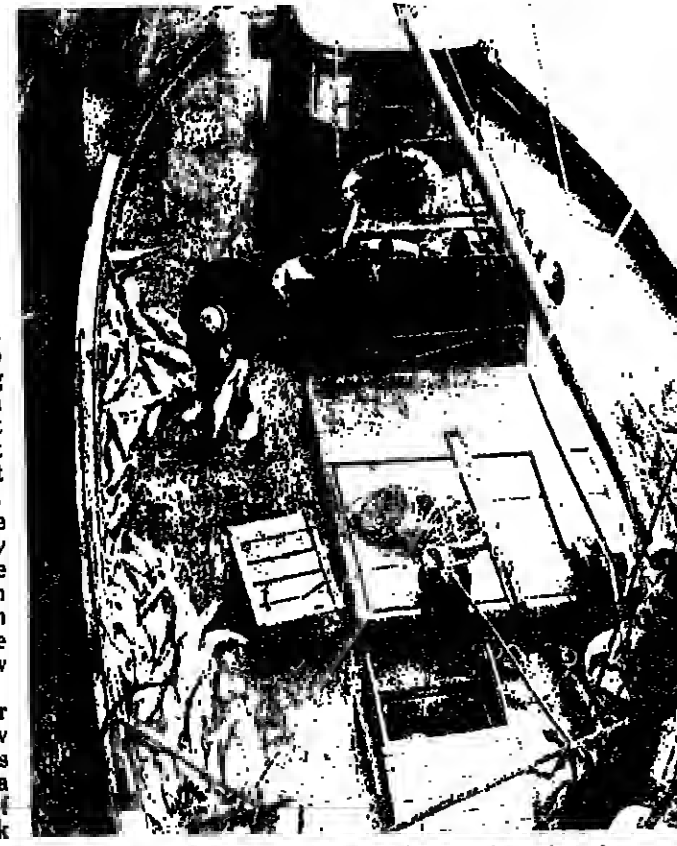
"I think to be really fair the NDLB should allow anyone with less than 20 kits to unload themselves as it's a hell of a game with some of those inshore vessels. I think most lumpers would agree to something like this."

Meanwhile, if the decision stands, it will almost certainly mean the complete collapse of the summer line fishing industry for dogfish.

In recent years Grimsby has built up a sound reputation as the main centre for many East Anglian and Yorkshire inshore boats which base themselves on the Humber port through the season because of the very keen markets.

Traditionally unloaded by the crews, unless over the 1974 seven tides NDLB criteria, these vessels will almost certainly boycott Grimsby and either send their fish into the port overland, or contract out to merchants who specialise in dogfish, landing at their home ports and again bringing the fish to Grimsby by road.

Ironically, the port authorities at Grimsby are presently trying to attract visitors to the port in an attempt to keep dock dues down. The local NDLB ruling could hardly have come at a worse time.



An inshore fisherman completes the gutting of a few cod, possibly no more than two or three kits, after a night's hand-lining in the Humber. From March 6, the lumper force must be used to unload catches like this.

MP CALLS FOR A BEAMER BAN

WALTER CLEGG, MP for North Fylde, has called for a ban on Dutch and Belgian beam trawlers in the British sector of the Irish sea.

This was stated in a Commons question demanding urgent action from the Minister of Agriculture, Fisheries and Food, John Silkin.

Mr. Clegg, whose constituency includes Fleetwood, said: "This method of fishing does immense damage to the fish stocks. Our people say it absolutely wrecks the seabed." His remarks coincide with rumours that a large fleet of Dutch beam trawlers is soon due to work the Morecambe Bay soles.

Body landed

JOHN PORTZ (42) of Hull, second engineer of Mar's freezer trawler *Farnella*, has died after suddenly being taken ill on board while fishing off Loughmoe, Co. Donegal, after leaving Hull. His body was landed in Canada and after a replacement engineer was flown out to St. John's the trip continued.

Deevale to work Bristol Channel

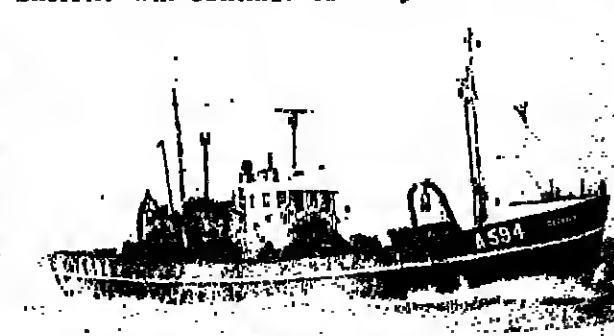
THE Fleetwood pocket trawler *Deevale*, recently sold to Milford Haven, is the centre of a venture by two local fishermen who previously fished for crayfish.

They are Peter Sherriff and Gerald Lewis who are reported to have paid £24,000 for the vessel. They intend to use *Deevale* for conventional fishing on the Bristol Channel grounds with Skipper Lewis in command.

They are confident that they can make the vessel a paying proposition. Mr. Sherriff (34) said: "We would not have invested this money in the vessel if we did not think it would work out."

He also expressed confidence in the vessel's

fish for crayfish in its bout, *Vigilant*. The arrival of *Deevale* has been welcomed by the secretary of the Milford Haven Trawler Owners Association, Albert Davies, who said: "Any new trawler is obviously welcome at the port and we hope that she does very well."



Deevale — to be worked by two Milford men.

Eel catchers form watchdog group

EAST ANGLIAN eel fishermen, worried about their future and what they describe as the "creeping controls" working their way into the industry, are banding together to form a watchdog association.

A meeting of eel fishermen from all over Norfolk, Suffolk, Cambridgeshire and Lincolnshire has been called for March 18 and will be held at 7.30 pm at the Hotel Norwich, in Norwich.

One of the men behind the new organisation is Peter Hills of Lowestoft.

"Many eel fishermen work on a part-time basis — but there are a large number in the eastern counties who are dependent on the fishery for a livelihood," he said. "All of them — like fishermen in every part of the country — have to work hard to live."

The increasing anxiety among eel fishermen throughout the eastern counties has now reached the point where everyone has agreed that for the first time, an organisation should be set up to protect their interests.

"We hope to get plenty of support and discuss a wide range of problems next month," said Mr. Hills. "The area stretches from The Wash down to the Thames estuary end, in our eyes, the growing pressure from various directions threatens the livelihood of many fishermen."

FINES FOR IRISH SKIPPER

KILKEEL skipper Edward Poythe and Fred Rogers have each been fined £20 for poaching herring for herring fishing regulations.

These regulations restrict fishing off certain sections of the County Down coast (known as the Mourne Conservation area). They were also charged with using boats of over 35ft. to catch herring.

A fisheries protection vessel spotted the trawlers, *Janette* and *Be Ready*, on September 3, 1976. They were boarded and directed to Kilkeel where their nets and gear were unloaded.

It was pleaded that the men, returning from an Isle

YOUNG'S EXPAND IN SCOTLAND

Minister opens extension to seafood plant

FISHING IS NOT a marginal industry. And it is not one that can be sacrificed for gains in other areas of the EEC.

"We do not intend to give in to pressure by our Community partners," Secretary of State for Scotland, Bruce Millan, said in Annan, Scotland, last week.

Mr. Millan was speaking at the official opening of a £500,000 extension to the shellfish factory of Scottish Seafoods, operated by the Young Group.

During an intensive tour of the factory, Mr. Millan was able to see advanced production techniques at what is now Britain's major scallop plant. He also took a look at the scallop production line which is also due for considerable expansion.

The factory occupies 50,000 sq. ft. on a four-acre household name in a

specialist market.

Mr. Millan restated the Government's intention to go it alone if the EEC does not find a satisfactory solution to fishing problems. "They have come along with us so far, but we reserve the right to introduce further measures."

On the Common Fisheries Policy, Mr. Millan warned: "We have partners who are hostile to what we do."

Since 1975, an extra 158 jobs have been created by Scottish Seafoods, said Mr. Norman Young, chairman of the Young Group. The business was established in Annan 30 years ago as a cottage industry.

"Today, under the direction of Ian Bear, we have a modern factory, which has been achieved through hard work, enthusiasm, and a team effort."

"Profits have been ploughed back into the business and, thanks to the additional financial grant support from government departments, we have been able to provide good working conditions for some 400 staff. This represents an increase of 158 extra jobs since 1975."

"None of this employment would be possible without a strongly based inshore fishery, and Young's I believe, have done a great deal to give the fishermen a fair and reliable market outlet."

"Over the last five years the Annan factory has increased purchases," said Mr. Young, "from £500,000 to an anticipated £3,000,000 in the present year."

While he congratulated the Government on recent conservation agreements reached in Brussels, Mr. Young put in a plea for processors: "Can the Government and the EEC please recognise that the processors have to make long

term plans in regards to investment and employment levels.

"Sudden quota run-outs and near instant fishing bans create havoc with our industry, and can only lead to factory closures and hire-and-fire situations."

"Whilst we are the first to recognise the need for conservation, the aim must surely be to place the management of the fisheries on a basis of longer-term planning between industry, fishermen and the processors. From this you will gather that we are firm believers in 50-mile limits."

Young's sell some 500 product lines of seafoods in the catering and retail trades. Our total turnover is now in excess of £10 million and the majority of that business has been built around the inshore fisheries of this country," said Mr. Young.

A full report on Scottish Seafoods will be given in our FISH HANDLING supplement, March 25.

The Minister of State for Scotland, Bruce Millan, unveiled a plaque commemorating the £500,000 extension to the Scottish Seafoods factory at Annan. He is accompanied by Mr. Norman Young, chairman of the Young Group.



WITHDRAWAL PRICE 'BEING UNDERMINED'

SIR, Several times in recent months there have been reports in *Fishing News* of mackerel landings by *Gallie Ross* and *Gallie May*, in which it is stated that the catch went for "freeshers".

Let anyone should think that there are unlimited markets for "freeshers" mackerel, I would like to point out that as these two vessels do not belong to any producer organisation they are not subject to any "minimum price" regulations as member boats are, and they can, therefore, always find a fresh market at a price for their catches.

As non-members these two vessels undermine the whole withdrawal price scheme, but there is nothing the producer organisations can do about it until such organisations are given some teeth, as the Continental producer organisations are.

You can see, therefore, that it is getting to all producer organisation members to read that the catch from these vessels all goes for "freeshers".

A. Atkinson, Skipper *Vigilance*, D. A. M. Trawlers Ltd., Lockers Quay, Sutton Road, Plymouth

LETTERS

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STILL PLENTY OF PROCESSORS LEFT

SIR, How depressing it is to read of the financial ruin of a large fish processor — namely W. S. Unkles Ltd.

Time and again, this "not listened to and little helped," yet vital, section of the fishing industry is the victim of a high inflation rate and fishing restrictions over which they have no control.

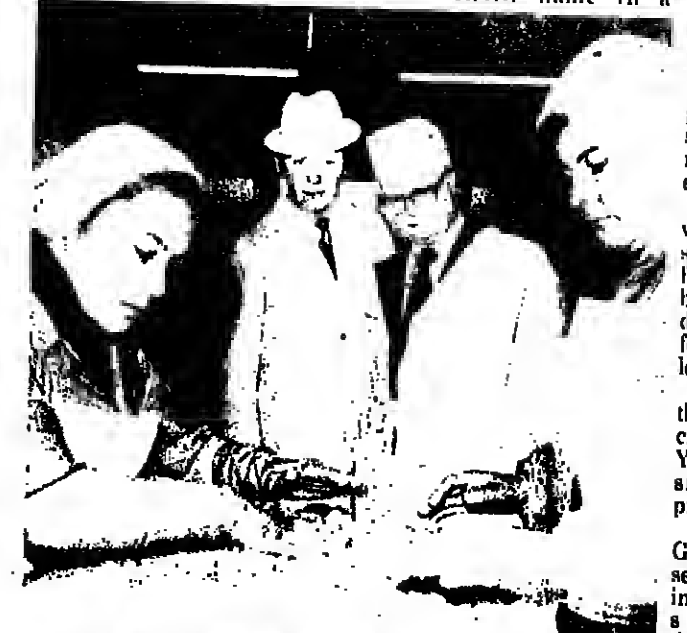
Whilst one has every sympathy for the employees who stand to lose their living, one cannot help feel very of any interference by Government.

How many times has the

current Government lost taxpayers' money in "propping up" industry — heaven knows the cost to us of entry into fish processing.

I am sure Mr. Lovie's concern over the severe effect on our country's balance of payments is completely without foundation. There are plenty of processors with an ever growing export market looking for supplies.

N. J. Bozmen, Director, Moonachie Seafoods Ltd., West Dock Street, Hull.



Minister on the production line. Mr. Millan (right) with Norman Young, watches girls handling scallop.

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DEPMAR 131 Smaller than the 103, the DEPMAR 131 is only 210 x 280 x 160 mm and weighs 5.6 kg (14 1/2 lbs). It has eight depth ranges between 0 and 120 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, and a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 60 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

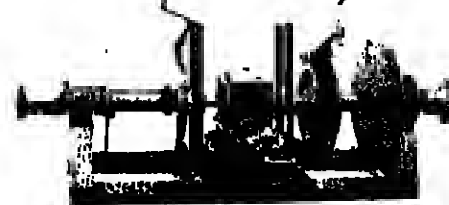
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BOATS working from Peterhead found lucrative and heavy fishing during January.

Landings of white fish are well up on January last year and the value has more than doubled.

Some 59,296 cwt. sold for £297,063 in January last year, but this year the 96,731 cwt. put ashore realised £1,868,480. Despite the big landings fish kept in very keen demand and brought a record average price of £19.38 a cwt. — even higher than the average £18.66 paid in December during the North Sea haddock fishing restrictions.

Many seiners found a terrific run of haddock between 20 and 40 miles from port in January and were able to come in to the market almost every day. Catches were so big that crews had not got the time to get before they reached port.

Although landings of haddock were about double what they were in January 1976, about half of the fish was offered for sale uncut. And, although it is rewarding for the boats to have such good fishing at a time of year when they are normally coping with bad weather and a fish shortage, the flood of uncut haddock (rounders) gave rise for concern.

It is feared that, if the high catch rate continues, the quota of North Sea haddock could be exhausted even earlier than last year.

After meetings in Edinburgh between the industry and the Department of Agriculture and Fisheries for Scotland, the Government was planning to impose a restriction on landing rounders.

Many boats are now limited to only 15 boxes of rounders for each trip, although there are no limitations on gutted haddock. Some fishermen regard this as a savage cut which will reduce their catching capacity, as the crews will need more time to gut.

However, Skipper William Buchanan, chairman of the Peterhead branch of the Scottish Inshore White Fish Producers' Association, told *Fishing News* that: "By and large the responsible fishermen know that something like this must be

PETERHEAD a monthly report

done to help spin out the quota.

"It will cut-down our production, but the bigger prices paid for gutted fish may help to compensate for this."

Although the white fish boats have made a healthy start to 1977, the herring catches are not fering so well.

The Minch fishing is said to be even more disastrous than last year and the eight or nine Peterhead herring trawlers are just managing to scrape a living.

They often have a fairly decent night's fishing at the beginning of the week but then catches tail off to nothing.

The biggest landings from a pair of trawlers for one night's work have been in the region of 300 to 400 units, and it has maybe taken four or five hauls to catch this.

By early February the 80 ft. *Foithful II*, fishing under Skipper Walter Milne, had

switched to single-boat white fish trawling from Mullach.

Two other herring boats — *Antares* and *Ugievole II* under skippers James Pirie and Arthur Buchan — landed a 71-ton catch of sprats at Stornoway.

Other boats still on the west coast herring are *Accord* and *Storerest*; *Sundori* and *Serango*; plus *Foirweather V* and *Sparkling Star*.

Peterhead's three purse seiners — *Pathway*, *Vigilant* and *Lunar Bow* — are taking part in the Shetland herring fishery and landing their catches in Fraserburgh.

The new 86 ft. purser *Morning Star*, under Skipper James Duncan, is on the Cornish mackerel but is pair trawling for much of the time in partnership with the *Gardenstown* boat *Flowing Tide*. Another Peterhead trawler on mackerel is *Amethyst*, working in partnership with two Fraserburgh vessels.

At the beginning of January about a dozen Peterhead boats joined in the sprat fishing off the Yorkshire coast. Although they made a very encouraging start, the shoals soon became scarce and several boats came back home later in the month.

One skipper told *Fishing News* that his boat caught only 120 tons for a whole week's work. His partner boat had 60 tons.



Skipper James Pirie is fishing off the west coast with the 86ft. *Antares*. His former command, the 88ft. *Shemera*, has been sold to owners in New Zealand and she left Peterhead early in January.

The two 86-forters spent two whole days searching without finding a 'mark' and so sailed north to fish for sprats from Fraserburgh.

Two other boats which came home are the 80 ft. *Noronyo* and the 75 ft. *Atlantic Star*. They have switched to seine netting.

While searching for sprats the boats came across herring off Scarborough. *Noronyo* caught 120 units and *Atlantic Star* had 200.

Another partnership of four 86 ft. boats — *Unity*, *Starlight*, *Constant Friend* and *Brighter Dawn* — had a haul of about 1,500 units of herring between them.

These four are among the nine or ten Peterhead boats still on sprats. It is expected that they will be coming home to fish for shrimps.

Last year was much better than 1975 for the Peterhead-based white fish fleet. Provisional figures show that 1,112,874 cwt. of white fish sold for £15,985,158, as against 811,407 cwt. valued at £8,878,192 in 1975.

Left: seen on the Peterhead slipway is the 65 ft. purse seiner which was damaged when she fell off the Fraserburgh slipway. She buckled her bilge plating and Wood and Davidson is undertaking repairs.

The 1976 figure is a record for Peterhead and the port is rapidly catching up on Aberdeen where the value of landings was just short of £22 m.

In 1975 poor market prices coupled with a savage rise in operating costs caused a number of boats to run at a loss and only a handful of the boats based at the port grossed more than £100,000.

Last year at least half-a-dozen passed the £200,000 mark. These included Scotland's top-earning seiner, the 80 ft. *Kestrel*. Fishing under Skipper Ian Sutherland of Hopton she grossed £261,321 (see page 13).

Three vessels owned in the Peterhead district, *Forest Hope III*, *Resplendent* and *Favonius* under skippers Peter Stephen, David John Foran and Andrew Buchan, also grossed more than £200,000.

An interesting visitor to the Peterhead slipway is the 85 ft. purse seiner which was damaged when she fell off the slipway in Fraserburgh.

The vessel is one of two sister-ships originally ordered from the Dundee yard of Smith and Hutton. Following the closure of the yard, the hulls were taken to Fraserburgh where they are being fitted out by the Sandhu yard of J. and H. Forbes and Co.

As yet unnamed, the two boats are being built to the order of Skipper Alexander Munson and others and Skipper David Alexander and others, all of Fraserburgh.

They were designed by a Napier Company of Aberdeen and their steel hulls were built at Greenock, under contract to Smith and Hutton.

Each will be powered by Mirrolos Blackstone 700 bhp engine driving a Lianco two trolahlo pitch propeller at 1,000 rpm. Other equipment will include Brunvoll thrusters and Karmach winches.

Work on Skipper Munson's boat is well advanced and completion is expected in a month or two.

However, while she was in the slipway in Fraserburgh the crane collapsed and the bilge plating, repairs are being carried out in Peterhead by Wood and Davidson, a member of the John Wood Group.

The work entails replacing three shell plates at the bow and cleaning and overhauling the underwater fittings. The work is being done by a sonar net-laying boat, the *Forbes*, which is the work of the John Wood Group.

Wilson.

DANES TAKE SEINER RECORD TWICE

THE DANISH anchor-seiner *Soren Thomsen* (Skipper B. Thomsen) made £12,089 from 369 kite last week to set a record for foreign seiners landing at Grimsby.

The old record was broken twice on the same Thursday market. The 38-ton *Condra* had earlier weighed in with £11,539 from 348 kits.

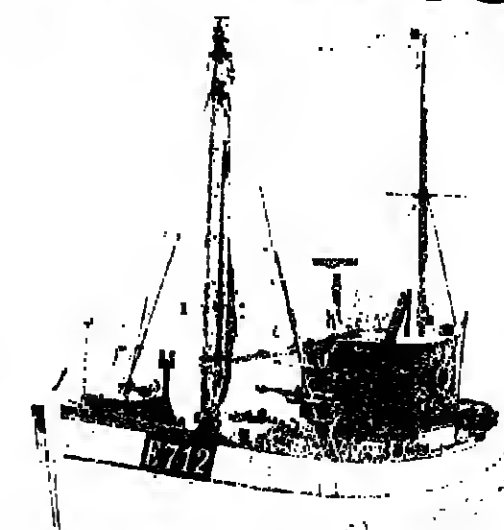
Both *Soren Thomsen* (E712) and *Condra* (E171) were agents by John R. (Fish Sales) Ltd. and a spokesman for the firm said both trips comprised almost entirely big cod.

"They were both excellent trips and we had no difficulty at all in selling both catches. The quality was so good it would almost have sold itself," he added.

The 40-ton *Soren Thomsen*, built in 1967, has been a regular visitor to Grimsby over the years.

Grimsby's own fleet of anchor-seiners also had its best week of the year, with five of the top six grossings coming on the last market of the week. After a slack spell, fishing — particularly on the Clay Deepes — was reported to be good.

Skipper Leif Gravesen in *Edici* put in a big challenge for a new port grossing record, through the Danish agency, but turned out rather less fish than had been expected. His big cod catch of 278 kits made £8,637 after a 17-day trip.



Soren Thomsen — deep in the water with her record catch.

Rig safety zone fines

NORWAY is to start fining fishing boats and other vessels entering safety zones around fixed installations in the North Sea.

The fines will be exacted by the Svinvanger Police, but there will be a transitional period when only warnings will be given.

Most of the offenders so far this year have been fishing vessels, including a number

of British boats. These cases have been reported to the British police, who have promised to interview the skippers who are involved.

However, a number of warships have also entered the 500-metre safety zones, particularly around the Ekofisk installations. Phillips Petroleum reports that three French warships have entered the Ekofisk zone this year.

BLANK START

THE TWEED salmon net fishing season opened at midnight on Monday ... but Berwick Salmon Fisheries Co. drew a blank on the opening day.

It is the first time since 1871 that the nets have been empty on the first day's fishing.

There are reports of fish in Berwick Bay and Norham, near Berwick.

Only a handful of people turned out to watch the traditional blessing of the nets service at the nets service at Pedwell Fishery, Norham, near Berwick.

Anthony Crosland

BRITAIN'S Foreign Secretary, the Rt. Hon. Mr. Anthony Crosland, Labour MP for Grimsby, died on Sunday at Oxford.

Mr. Crosland suffered a massive stroke on February 13 and his condition had gradually deteriorated.

Mr. Crosland (58) had been MP for Grimsby since 1959 and was a former Oxford Don. He was a formidable thinker and his book, *The Future of Socialism*, written in the early 1950s, is generally acknowledged to have influenced a whole generation of politicians.

He first entered Parliament in 1950 as Labour MP for Gloucester South. In 1965 he was appointed Secretary of State for Education and, two years later, President of the Board of Trade. In 1970 he was appointed Secretary of Local Government and continued this work when Labour won the 1974 election and he became Environment Minister.

When Mr. Wilson resigned the premiership, Mr. Callaghan transferred him to the Foreign Office in April last year and, among his early duties in this office, was the signing of the Oslo agreement

OBITUARY



Anthony Crosland

to end the third cod war with Iceland.

He was currently Chairman of the European Council of Ministers under the rotating presidency of EEC countries which involved him in many matters concerning EEC fisheries policies.

Mr. Crosland was often bitterly criticised for his apparent lack of interest in fishing matters, but he always kept himself very well informed and these attacks were usually unjust. His presence, standing and charisma will be sadly missed in Grimsby. He leaves an American-born wife, Susan, and two step-daughters.

Minch herring at Shetland?

SHETLAND fishermen hope that a scientific survey to be carried out by personnel from the Torry Research Station in Aberdeen will lead to an increase in the North Sea herring quota.

George Hunter, secretary and manager of the Shetland Fishermen's Association, said: "We think it is a possibility that the herring being caught now are not being caught around Shetland at present are the herring which would normally be in the Minch."

The fishermen have not discussed it officially but, if it turns out there is anything to substantiate the theory, it is likely fishermen will ask for a quota increase.

Diverted

"There are more herring around Shetland than we have seen for years and, although we are not scientists, we think it could be possible that something has diverted the fish from the west coast to Shetland waters."

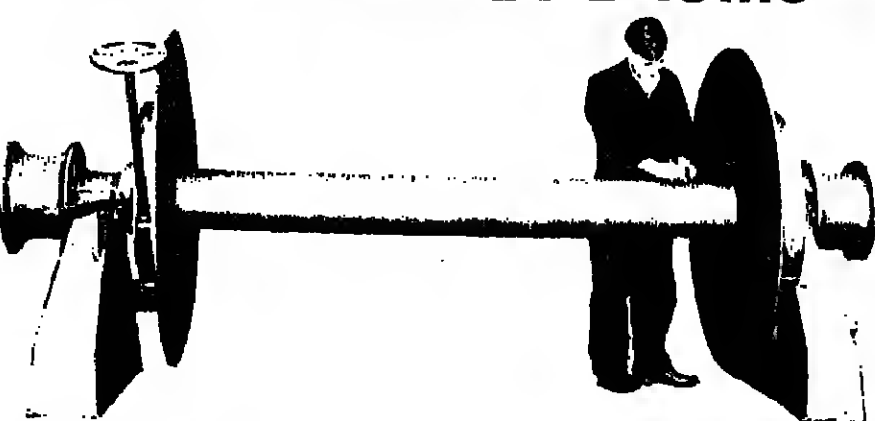
"If that is the case, then

in any question of conserving North Sea herring, it would have to be taken into consideration that the herring being caught now are not being caught around Shetland at present are the herring which would normally be in the Minch."

The fishermen have not discussed it officially but, if it turns out there is anything to substantiate the theory, it is likely fishermen will ask for a quota increase.

● The recently announced North Sea joint plan will have very little effect on Shetland fishermen — it extends only to 60 degrees North, which cuts through the Shetland island of Maina, to the south of the most prolific part grounds.

ROBERTSON NET DRUMS



Illustrated is a Robertson type 3PN8G net drum with a 6-ton pull and capacity of 3 cubic metres. Special features are the detachable twin whipping drums and heavy duty brake which give features useful to all fishing techniques. This is only one of Robertson's net drum and trawl winch range specifically prepared for all classes of trawlers.

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Recalling some of the stories which appeared in our columns this week 50 years ago.

FEBRUARY 26, 1927

ICELANDERS stop British trawlers loading after hearing exaggerated stories of 'flu epidemic in England.

GRIMSBY trawler *Joseph Anison* sails to Iceland with prototype electric lighting plant on board. The unit, fitted by the Deeco Co., runs off paraffin.

SCOTTISH Fishery Board sends engineer to Belfast to inquire about possible development of Ulster fishery harbours.

SPANISH shippers prepare new type of sardine, similar to the California type, packed with tomato sauce in oval cans.

HANS II, the largest eel boat to land at Billingsgate, makes second visit with 28,000lb. of live eels.

WHILE the Newlyn fishing fleet is confined to



harbour due to bad weather, the crews help build new Methodist church.

STEAM trawler *Ben Glas*, owned by Richard Irvin & Sons, lands 16-tons sturgeon at North Shields.

PIONEER of Plymouth steam fishing industry, James Chant, dies aged 72.

YARMOUTH drifter *Amation* fits four-valve wireless set. The cage aerial is on a 15 ft. pole above the mizzen mast.

10,000 salmon eggs, packed in ice, are shipped from America to Rosshire, Scotland, look. When hatched they will grow to 30lb. each.

Simrad, the world's leading manufacturers of sonars, echosounders and ancillary units, offer the widest choice of fish finding systems to suit every requirement. An increasing number of vessels now make more profit using Simrad.

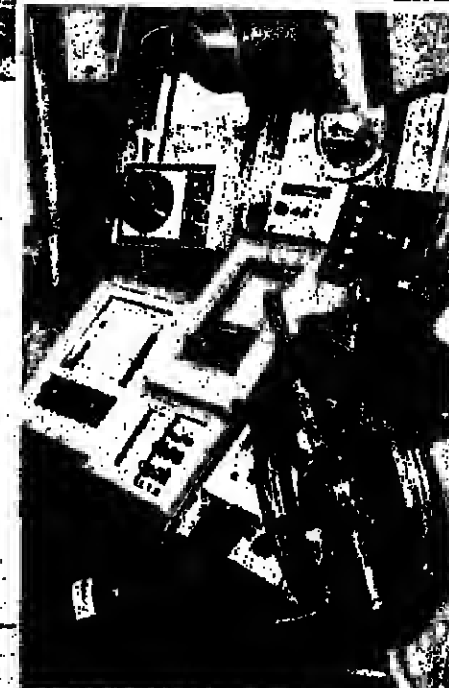
'Cermorae' a comprehensive system comprises Simrad SL sonar and CM scope, EQ echosounder with bottom lock expansion and CI scope, EL as a secondary sounder and EX cabinet for FM mini trawl eye.

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CAN I POCKET BROWN SHRIMP?

"BROWN shrimps are abundant on same grounds in my area and I would like to know whether it would be possible to catch them by setting a pocket-type stake net which I could clear at low tide."

"If it would be possible to catch them in payable quantities by doing so, where could I get the net made?"

"I should also like to know where I can get information of a scientific nature about the brown shrimp (*Crangon crangon*) — details of breeding habits, growth rates, distribution, food etc."

"I have never heard of anyone setting any type of stake net to catch shrimps. If the method has been tried, the man most likely to know what type of net was used is E. Nicholson whose net-making establishment is at 164 Lancaster Road, Morecambe, Lancashire."

John Burgess' Log



He is expert in making shrimp trawls, stake and haul nets for catching flatfish. And he would doubtless make you a net if you decided to experiment — or disavow you from doing so.

Some of the scientific information you want is contained in Torry Advisory Note No. 54 — *Handling and Processing Shrimp* which is available free from the Torry Research Station, PO Box 31, 136 Abbey Road, Aberdeen.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Get a lot from a co-op

"WE INTEND to fit out a boat for prawn trawling off the west coast of Scotland."

"Although our only experience of being members of a co-operative society was not too happy — it was more or less run by three men who saw to it that catches from their own boats were accorded priority all along the line — we think it would probably pay us to join one in the area if allowed to do so."

"We should be grateful therefore for any information you can send us about co-ops which have been formed on the west coast and the benefits which their members enjoy."

Co-operative societies or associations on the west coast include the Carrick Fishermen's Association at Girvan in Ayrshire; Kintyre Fishermen's Ltd. at Campbeltown, Argyll; Tarbert-Armyll Fishermen Ltd. with headquarters at

Tarbert; Oban Fishermen's Co-operative Trading Society Ltd., Railway Pier, Oban; and the Mull Fishermen's Society Ltd. at Tobermory, Isle of Mull.

All these co-ops are members of the Scottish Federation of Fishermen's Co-operatives Ltd. and Fishing Co-operatives Trading (Scotland) Ltd., both of whose headquarters are at 18/19 Claremont Crescent, Edinburgh. Individual members, therefore, enjoy the benefits of membership of national as well as local organisations.

If you join a co-op which is a member of the federation, you will be able to obtain expert help with the sort of problems you are likely to encounter — how to keep proper accounts for tax purposes, how best to market your catches, how to take advantage of EEC proposals for restructuring the fishing industry, and so on.

You will also be able to take advantage of the bulk buying activities of Fishing Co-operatives Trading (Scotland) Ltd. and obtain fuel, oil, gear, equipment, stores and provisions for less than you would have to pay if you did not join such a co-op.

A good example of what can be saved by becoming a member of a co-op and acquiring equipment through it

and the FCTS was provided by a Scottish owner-skipper last year. He bought a radio telephone independently and the cost to him was £125 more than it would have been in his association.

The financial advantages of being able to buy fuel and lubricating oils; paints and anti-fouling compounds; nets, ropes and other gear at discount prices are obvious. Less obvious perhaps are the benefits of being able to purchase essential stores and provisions at a discount. But with prices of all commodities escalating as they are at present, they are, nevertheless, real.

Realising this, FCTS has extended its bulk buying activities and can now supply under its own label good quality bilge wash, detergent, disinfectant, tea, coffee and other such essentials at prices likely to be appreciably less than those you would have to pay if you could not buy from it through your co-op.

Further information on fishing co-operatives can be obtained by writing to the secretary of either the Scottish Federation of Fishermen's Co-operatives Ltd., or Fishing Co-operatives Trading (Scotland) Ltd., at 18/19 Claremont Crescent, Edinburgh EH7 4JW. All advice is given free of charge.

Whelk traps

"WE HAVE been catching whelks in our bourn trawl on one particular ground here and have been wondering whether it would be possible to do so on a commercial scale."

"Could you let us know whether they are caught in commercial quantities in trawls or dredges; if not, what sort of traps it would be best to use?"

"Can you also let us know whether there are murkies for whelks other than local outlets?"

Although whelks are taken in small bourn trawls or dredges in Holland, they do not seem to be found in sufficiently concentrated quantities anywhere around the British coast to make it a profitable proposition to catch them in this way. Here, the only way of taking them in commercial quantities is in traps.

The type of trap commonly used is one supposed to have been developed by Sheringham fishermen for catching them in The Wash, where they are more prolific than anywhere else.

Its frame consists of a heavy iron 15in. diameter base, perforated with 1in. diameter holes. It has eight iron bars welded to the edge of it and bent to form a hemisphere above it. A ring of iron rod is welded to the tops of the bars to form an entrance.

One inch circumference tinned steel or untreated polythene rope is wound around the base to make an enclosure and a rope stop is fitted to the entrance ring for lifting purposes.

Height of a typical pot is about 10in. and its entrance is 6-8in. diameter. Inside the entrance is fitted a sleeve of netting 3in. deep to prevent

whelks escaping. Across the middle of the inside of the pot, which weighs about 40 lb., bait strings are fitted. Bait used by professional fishermen to capture whelks on grounds between Grimsby, South Humberside, and Hylke, Kent, includes salt cod heads, herring, skate, dogfish, shark and crushed mussels.

Shore crabs are also used, sometimes on their own and sometimes mixed in the bait strings with salt fish. On the Suffolk coast whelks seem to be particularly partial to shore crabs.

To generalise for a moment — whelks are to be found on grounds in estuaries and the open sea all round the coast of Britain but in commercial quantities mainly on the east and south coasts.

They may be found on any type of bottom, but generally inhabit that composed of a mixture of mud, sand and shells.

Those taken at sea are usually large and white-fleshed; those taken in estuaries may be small and dark-fleshed. The first, therefore, fetch a better price.

In addition to markets for holiday resorts during the summer, there are markets for uncooked whelks among longline fishermen during the winter. Being firm-fleshed, they stay well on hooks in addition to being attractive to most apaches likely to be taken on lines.

Whelks can also be sold in firm, which has a factory in Norfolk, shells, and frozen up to five years. Whelk meat every year, so as well during the winter it could get a good price.

February 25, 1977

FISHING NEWS

Ireland will grab 50-mile limit SAYS FISHERIES MINISTER

IRISH FISHERIES Minister Paddy Donagan has been defending his country's move to ban large trawlers from within 50-miles of the coast. And he revealed that the Irish Government could shortly be taking steps to introduce a 50-mile exclusive limit.

Mr. Donagan rejected charges from other EEC countries that Ireland is being nationalistic and acting against the spirit of the Community.

From March 1 vessels over 110 ft., or with engines larger than 1,100hp, will not be allowed into a zone varying between 50 and 100 miles off Ireland's coastline.

Mr. Donagan said that the Irish Government is acting entirely within its rights under the Hague Convention in taking unilateral conservation measures to save her fish stocks. He added that the Government is very serious about enforcing the new measures.

Consideration is being given to leasing extra naval vessels and using aircraft to police the zone.

The Minister said that Britain is now assisting in monitoring the movements of foreign trawlers. Information from British Naval vessels and Nimrod aircraft is being relayed through the Department of Foreign Affairs to Irish fishery protection vessels.

Just 24-hours after enacting some Community members with the new restrictions, Mr. Donagan

hinted that Ireland is prepared to declare a 50-mile limit even if the EEC cannot come to a quick decision.

Fishing representatives in Ireland gave a cautious welcome to the Minister's declaration.

Irish Fishermen's Organisation chairman, Joey Murrin, said that the Minister had not made it exactly clear what he intends to do. "But we accept the EEC does not give us our limit we will declare it."

Mr. Murrin said that the implementation of the new restrictions was entirely in the hands of the Government. And he revealed that the IFO will be meeting Oliver Flanagan, Minister of Defence, within the next week to put forward a plan for protecting the 50-mile limit from the trawlers banned under the unilateral declaration.

"We will urge the Government to buy up old stern trawlers which have been proven at Ireland as very efficient fishery protection vessels. The Government could buy five of them for the price of one corvette," stated Mr. Murrin.

The National Fishermen's Branch of the Irish Transport and General Workers Union

declared that the benefit to the fishing industry from the ban on large boats had been grossly exaggerated.

A statement said that an exclusive 50-mile zone cannot be achieved by gimmicky proposals based on boat sizes.

"The Dutch, French and Germans will speedily adopt their boat sizes to enable them to continue to plunder our fishing stocks," the union warned.

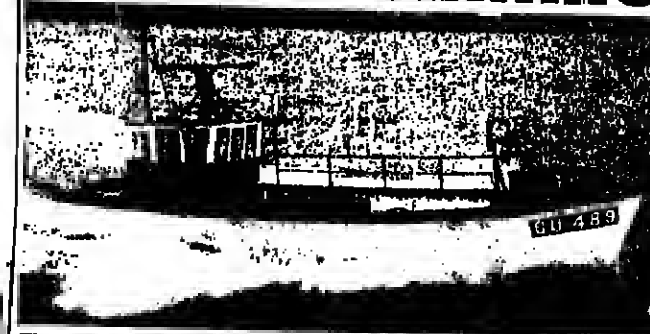
Sources close to the Dutch Government have stated that Holland will not back any un-

ilateral action by her trawlermen in defence of Ireland's declaration of new fishing limits.

If Dutch fishermen decide to take the law into their own hands and provoke violations in Irish waters, then they will be acting on their own.

Reports from The Hague had indicated that the chairman of the Dutch Fishermen's Union, Klaas Hoekstra, had warned that Dutch fishermen are prepared to provoke violations in Irish waters.

MYSTERY SINKING



The Guernsey pottar Seacrofter which mysteriously sank.

MYSTERY surrounds the sinking of the 36 ft. Guernsey fast pottar Seacrofter two miles east of St Peter Port.

Owner John Carre and his two crew just had time to scramble into a lifeboat from which they were rescued by another fishing boat.

The six-ton Seacrofter was launched in 1974 and cost about £11,000. She has a 36 ft. glassfibre hull which came from Neil Watson Ltd. of Co. Wicklow, Ireland.

She was completed by the Guernsey Boatbuilding and Engineering Co. Ltd. to WFA

standards and part of the finance came from the Guernsey Sea Fisheries Committee's fishermen's loan fund.

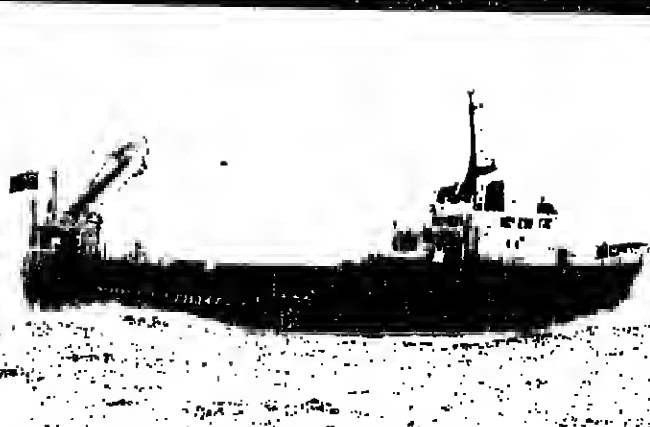
After Seacrofter was raised by divers using air bags, and finally craned ashore, there were no visible signs of hull damage.

An investigation, independent to that of the insurers, was requested by the States Sea Fisheries Committee, which hopes to establish the cause of the sinking as there are other craft of her type in use off the south coast of England.

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



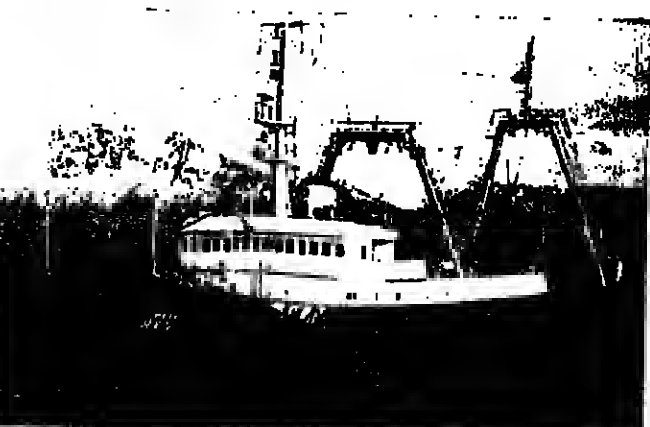
'AMA ANTIXINE' built in Spain for Spanish owners. ESL8 engine having an output of 1000 bhp at 900 rpm.



'BOSTON STIRLING' built at Goole for Boston Deep Sea Fisheries. ESL16 twin bank engine developing 1440 bhp at 750 rpm.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KM7 Major engine rated 3245 bhp at 625 rpm.



'VIGRI'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm.

END IN SIGHT FOR COBLES?

UNLESS there is a change in the law the centuries-old Yorkshire coast coble fishing industry is finished. This is the grave warning given by fishermen who operate at Scarborough, Flay, Bridlington, Staithes and Whitby in the traditional Yorkshire coble, one of the smallest types of fishing boats.

Ben Colling, chairman of the Scarborough Cobblers' Association, said they wanted a change in laws which at present

sent permitted trawlers to fish within three miles of the coast.

Some Scottish trawlers fishing for sprats have used nets so fine that it is impossible to get a net through the mesh. "They should be at least 3in. wide holes," he said.

The crisis has reached a head during recent weeks because of the sudden demand for sprats which have been caught in hundreds of tons off the Yorkshire coast for fish meal and oil.

"After the success this winter the Scottish boats will be back in even greater numbers next year unless we take steps now," said Mr. Colling. "If the trend continues, the coble fishing industry could be finished in two to three years."

Many livelihoods depend on the coble fishing industry, he added — at least 30 men at Scarborough and even more at Flay and Whitby. The cobbles cannot go further out than three miles in winter — and it is within this zone that the trawlers are scooping up everything on the seabed.

Stuart Ogden, the association secretary, said: "If there is not a ban on all trawling within the three-mile limit, to conserve what small area the cobbles can work in, then the days of the cobbler are over."

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THE MONEY SPINNERS: TOP SHIPS OF '76

Hull's 'C. S. Forester' beats the lot

NEWINGTON has done it again! Not only did this Hull trawler own the two top ships in the port, but it also ran away with the national title.

The only change from 1975 was that C. S. Forester took over from *Hammond Innes*. With £892,822, the stern trawler C. S. Forester pushed the British record to new heights. Built eight years ago at Beverley, her landings for the year totalled 29,526 kits (108t).

Not to be outdone *Hammond Innes*, in second place with £614,264, had the best daily average in the dapsa fleet.

As champion trawler at Hull in 1975 *Hammond Innes* made £639,289 under skipper Dick Taylor. His championship form continued when he switched over to C. S. Forester for 9 of her 14 trips last year. Ralfat skippers on C. S. Forester last

year were Jack Atkinson, three times, and David Taylor who deputised twice. In 1978 C. S. Forester spent 320 days at sea, sailing seven times to the White Sea and Bear Island, three times to the Norwegian coast and twice to the Icelandic coast. There were also two Westery trips but these were disappointing: one voyage made £11,677 and the other £20,739.

The year opened and finished on much brighter notes, however. All of the first five trips produced between £43,847 and £83,139 apiece and the last five ranged from £55,340 to £72,880.

This was the second time C. S. Forester has topped the country's catches and earnings. The last occasion was in 1972 with Bill Brettell as regular skipper. Then, C. S. Forester grossed £284,428 for 33,101 kits.

In second place last year, Skipper Bill Brettell made £614,264 for 29,526 kits in 264 days at sea with *Ham-*

how she did it

LANDINGS and earnings by Newington's Hull-based during 1976. She completed 14 trips, spent 320 days at sea and caught 29,526 kits to gross £892,822 — a daily average of £2,165.

C. S. FORESTER			
Jan. 5: White Sea, 25 days (D. Taylor)	2,372 kits	£54,466	
Feb. 10: Norway, 21 days (R. Taylor)	2,775 kits	£52,130	
Mar. 23: Norway, 23 days (J. Atkinson)	2,885 kits	£51,443	
Apr. 14: White Sea/N.C., 20 days (J. Atkinson)	2,263 kits	£43,647	
May 13: Ice/W.S./Bear I., 25 days (R. Taylor)	3,001 kits	£63,139	
June 8: Westery, 14 days (R. Taylor)	1,005 kits	£20,739	
June 28: Westery, 19 days (R. Taylor)	923 kits	£15,977	
July 21: Iceland, 16 days (R. Taylor)	2,114 kits	£44,735	
Aug. 17: Iceland, 21 days (D. Taylor)	2,119 kits	£36,192	
Sep. 6: Bear I., 21 days (R. Taylor)	2,123 kits	£56,588	
Oct. 6: Bear I., 24 days (R. Taylor)	2,054 kits	£56,240	
Nov. 3: White Sea/B.I., 28 days (R. Taylor)	2,581 kits	£72,680	
Dec. 2: Bear I., 28 days (R. Taylor)	2,041 kits	£64,987	
Dec. 29: White Sea, 24 days (J. Atkinson)	1,972 kits	£50,165	

mond Innes. But it was daily average earnings of £2,337 that put the big stern trawler in a class of her own.

The vessel had other notable successes, as well as frustrations, in a most eventful 1976.

Bill Brettell got *Hammond Innes* off to a great start to the year when on January 6, a £72,082 landing fell only £1,124 below the national record which the same ship had set up on February 5, 1974.

That record remained with

Hammond Innes until September 1978 when the Grimsby side-winder *Ross Revenge* (Skipper Johnny Meadows) broke it with a £75,597 turnout.

Bill Brettell fell only £15 short of regaining this record at the end of the same month and, then, *Hammond Innes* had to spend October in dry dock for repairs.

Immediately after this loss of valuable fishing time Bill Brettell put in a 28-day trip to Spitzbergen, which began on November 2, with some dramatic results.

On the following day the 195ft. Icelandic trawler *Ogri* broke the British port grossings record at Grimsby by making £78,807 for 2,672 kits, but on November 28 *Hammond Innes* topped this at Hull with receipts of £89,875 for 2,821 kits. This new record lasted for only 90 minutes. *Ogri*, back the same day, made £98,540 for 2,672 kits at Grimsby.

Although there were no further landings in 1976 by *Hammond Innes* this vessel, had a grossing of £89,733 for 2,625 kits on January 4 this year after 20 days at sea under Eildio Woudridge.



C. S. Forester (above) of Hull the UK's top white fish stern trawler last year with earnings of £892,822. Runner-up was *Ross Revenge* (below) of Grimsby on £825,729 and the cooed side trawler. Their skippers are Dick Taylor (below left) and Johnny Meadows (below right).

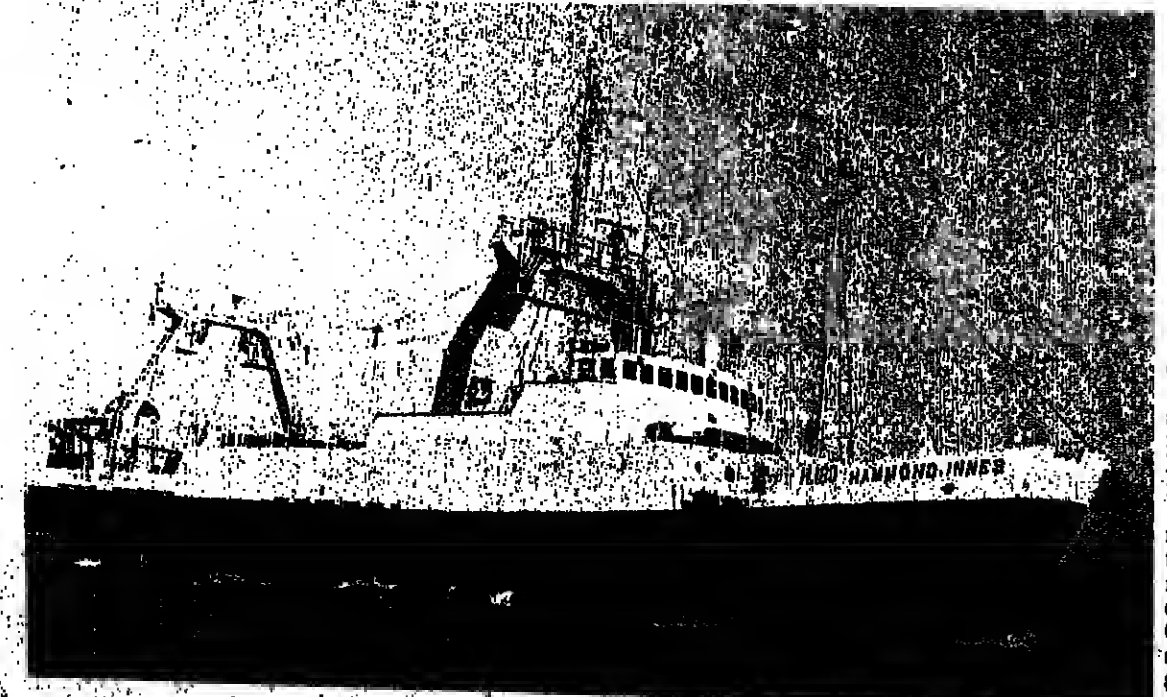


Shield top twenty

THE all-conquering C. S. Forester had moved almost 1,000 points ahead of her nearest rival, *Hammond Innes*, by the end of last year to grab the Hull Distant Water Challenge Shield. The table gives the shield top 20, with the ships' finishing positions for 1975 in brackets.

	Kits landed	Points
1 (6) C. S. Forester (Newington)	27,600.8	48,346.0
2 (1) <i>Hammond Innes</i> (Newington)	27,950.5	47,351.2
3 (7) <i>Arctic Cavalier</i> (Boyd)	27,012.4	41,728.7
4 (3) <i>Somerses Monaghan</i> (Newington)	26,709.4	41,300.0
5 (3) <i>Ross Conqueror</i> (BUT)	26,637.2	39,832.6
6 (17) <i>Ross Sirius</i> (BUT)	21,752.9	39,832.6
7 (16) <i>Ross Altair</i> (BUT)	21,301.3	30,727.0
8 (2) <i>Ross Orion</i> (BUT)	22,356.4	38,104.2
9 (18) <i>St. Dominic</i> (Hamling)	23,504.0	37,470.7
10 (35) <i>Kingston Pearl</i> (BUT)	20,256.2	36,492.0
11 (31) <i>Benello</i> (Marl)	20,618.5	36,249.2
12 (5) <i>Lord St. Vincent</i> (BUT)	21,320.9	36,162.2
13 (13) <i>Loch Erriboll</i> (BUT)	16,918.5	35,267.4
14 (11) <i>Rosa Trafalgar</i> (BUT)	20,063.0	35,022.7
15 (17) <i>Ross Leonis</i> (BUT)	20,397.0	34,460.1
16 (18) <i>Arctic Vandal</i> (Boyd)	19,423.4	34,421.7
17 (25) <i>Ross Resolution</i> (BUT)	16,567.5	33,633.3
18 (19) <i>St. Gerantius</i> (Hamling)	16,716.7	33,445.2
19 (28) <i>Kingston Amber</i> (BUT)	21,040.1	32,603.3
20 (9) <i>Westella</i> (Marl)	18,964.3	31,284.3

Polots for the Hull shield wet-fishing competition are calculated on a trawler's catch, grossing, speed and fishing time. The top three trawlers all caught over 27,000 kits and Newington Trawlers captured three of the top four positions.



RECORDS FALLING- AND FLEET

ALMOST every record in the book was broken by Grimsby wet fish trawlers during 1976. On the face of it the port had one of its most successful years.

Yet, underlying this affluence, were many disturbing facts. The number of wet fish trawlers fell again to a new low of 62 operational vessels by the year's end and, as a result, landings were also down.

The last of Grimsby's steamers sailed to the breakers, while several motor trawlers were laid up for differing apalls.

Early losses in most categories were only offset by steep rises in fish prices later in the year, although distant water ships forced on to the middle water grounds by the Oslo agreement in May found the going very tough.

After almost 100 years in the business Sir Thomas Robinson & Son (Grimsby) Ltd. finally gave up the struggle of ownership. And on the eve of the withdrawal from Iceland, skippers and owners were up in arms as fish-hungry merchants paid an all-time UK grossing record of £98,540 for 2,672 kits to the Icelandic stern fisher *Ogri*.

With almost universal 200-mile limits from January 1 this year, 1976 wound up with a monumental unanswered question hanging over Grimsby's decimated fleets: are there sufficient grounds available in 1977 to keep the remaining vessels fully

Grimsby

employed, or was 1976 really the beginning of the end of the trawling industry at Grimsby?

Port champion for the fourth time in the past five years by an emphatic margin, and heading the list in category 1 (vessels over 140 ft.), was BUT's 222 ft. side trawler *Ross Revenge*. She grossed £625,729 from 27,550 kits in 14 trips.

A comparison with her winning figures for 1975 — £460,203 from 30,381 kits — clearly emphasises how prices rose while catches fell, however this must not detract from the credit due to Skipper Johnny Meadows who only missed two trips.

Highlight of the year for *Ross Revenge* and Skipper Meadows was a new Grimsby record grossing of £75,597 from 3,179 kits (also top landing of the year) in late August. It also brought the UK grossing record back to Grimsby for a three-month spell until *Hammond Innes* grabbed it back for Hull in late November. *Ross Revenge* held on to her national daily average title of £3,600, however.

Only the presence of *Belgaum* (£494,970), top Grimsby Group trawler in fourth position overall, prevented a monopoly of the

major place in category 1.

Runners-up in category 1 were *Ross* (£544,071) and *Hammond Innes* (£488,480).

The 20th year of the former was held in the port by *Ross* (£544,071) and *Hammond Innes* (£488,480).

A low of 62 operational vessels by the year's end and, as a result, landings were also down.

The last of Grimsby's steamers sailed to the breakers, while several motor trawlers were laid up for differing apalls.

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21 operational. The doomed steamers made 16 trips and the motor trawlers 282 trips, including a nightmare trip by *Boston Kestrel* which made only £1,244 from 72 kits after a Cod War clash.

In category 2 Consolidated Fisheries' *Spurs* (Skipper W. G. Hardie, Jun.) completed a straight hat-trick of annual titles with £435,231 from 18,308 kits taken in 13 trips. In this section (130-140 ft.) she was followed by sister company ships *Gillingham* (£372,745) and *Aldershot* (£337,089).

A grossing of £26,531 from a trip begun in 1975 robbed *Boston Group's Prince Philip* of a place in the top three for the first time in several years.

BUT's 'cat' class 131 ft. middle water vessels again dominated the lower end of category 2. Outright top earner was *Ross Tiger* with £353,344 from 18,342 kits landed (one of the few vessels to actually show an increase in her catch over 1975) and *Ross Zebra* (£343,007), while *Ross Jackal* (£315,897), while *Ross Jaguar* came out on top on trip averages with a figure of £18,017 from only 15 trips. These busy vessels consistently broke records through the year.

Ross Panther (Skipper Wally Stokes) finally ended up with the class port record grossing with £28,485 from

1,104 kits in October and, fittingly, *Ross Tiger* (Skipper Denis Avery) bagged the daily average record with £1,993 per day on an 11-day trip.

With BUT's *Locarno* laid up throughout 1976 and the departure of *Samaritan* to Lowestoft, vessels operational at the end of the year fell to 28. Some 411 trips were made.

Category 3 (120-130 ft.) results were exactly the same as in 1975. *Evan Grimaby's* solitary stern wat fisher, *Boston Halifax*, which fished almost entirely distant waters, was outgrossed by the H. L. Taylor Ltd. trio of middle water side-winders *Yesso* (£303,139 from 15,818 kits), *Osako* (£282,641) and *Ogano* (£266,191).

However, *Boston Halifax* did emerge as the best average tripper in this category with £18,723 from 14 trips.

Yet again Taylor's 117-footers triumphed in category 4 (110-120 ft.). This time the permutation was *Erimo* (£258,548 from 12,208 kits), *Ukino* (£245,750) and *Hondo* (£258,548). Seven vessels began and ended 1976 making 138 trips.

And that was very nearly the end of the story as category 5 (100-110 ft.) looked to be finished when *Lofoten* and *Loveden*, were tied by Lindsey Trawlers Ltd. in the spring.

However, they resisted overtures to sell and got them both back to work to complete 38 trips during the year. *Loveden* (£127,899 from 4,229 kits) was top.



The top skippers' choice

Skipper Ian Sutherland's Campbelltown 80 *Kestrel* was the top Scottish seine-net boat during 1976. Now he has ordered an 85-footer — from Campbelltown, of course.

Top skipper for the year was David Smith, who achieved record gross earnings with his Campbelltown 80 *Argonaut IV* during the latter part of the season.

And the current seine-net record holder, with the best catch for a single trip, is Skipper William Campbell's Campbelltown 85 *Ajax*.



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Margrethe Bojen — she had a combined grossing of £484,245 with her team-mate *Frances Bojen*.

Pair team near £1/2m

GRIMSBY'S growing fleets of pair trawlers and anchor seiners, all in category 6 (under 100ft.), had their best-ever season in 1976.

As with the trawlers, inflated quayside prices resulted in a stream of new records, but there the similarity ended as overall landings were up on previous years.

Easily the outstanding performance was the combined grossing of £484,245 from 20,475 kits in 20 trips by the pair team *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Lemmon) Richardson. This tally was bettered only by the port's top six distant water trawlers.

It was all the more remarkable as the pair did not even join forces until March, when *Margrethe Bojen* arrived new from Scotland.

While omassing this remarkable sum, the pair broke the port grossing record for pair teams five times, and, by the close, there were 16.

Tom Sleight (F.S.) Ltd. yet again provided the top anchor-seiner: this time it was *Edel* which was in her first full year at the Humber port. Her £87,157 gross came from 15 trips.

Again it was another personal triumph for Skipper Leif Gravesen who was well

Turn to page twelve

THE MONEY SPINNERS

Pair team

From page eleven

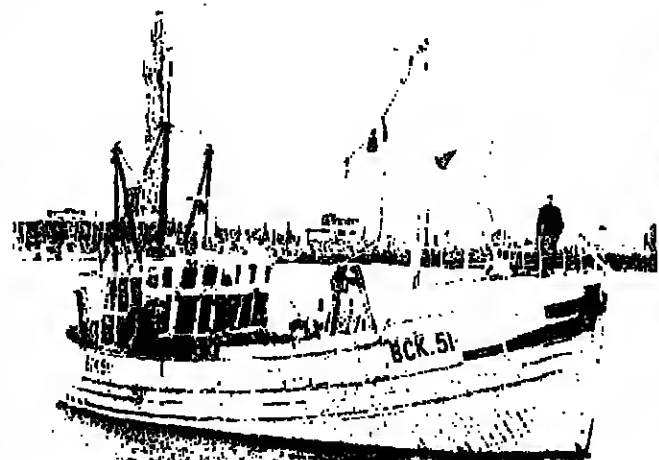
clear of another Sleight-
agent's seiner, *Sanrene*
(Skipper Sandy Sander-
son) on £70,873. The *San*
Chapman & Sons Ltd. agency
picked up third place with
Rosmine (Skipper Villy
Thomson) on £67,925 from 12
landings at Grimsby.

The list takes on a slightly
different order when trips
made either abroad, or land-
ed at other UK ports, are add-
ed on. *Edel* retains her
number one spot, but the
Allard, Hewson & Co. Ltd.
seiner *Gladsea* (Skipper
Jorgen Olesen) is runner-up
on £82,181 from 18 trips, with
Rosmine still in third place,
but with £78,471 from 14
trips.

Again, after a three-year
gap, the port seiner grossing
record (already broken in
1977) fell five times and at
the end of 1976 was held by
Allard, Hewson's *Verello*
(Skipper 'Bebbe' Olesen)
with an August grossing of
£10,602.

There were five additions
to the fleet, while *Bekima*
was lost and three other
vessels were sold outside sein-
ing. During the summer some
105 seiners were being
operated out of Grimsby.

Top inshore trawler was
Richardson's *Jil-Annon*
(Skipper Jackie Zeebroek,
junior) on £48,274. The in-
shore gill-netter *Wardley*
(Skipper Eric Loe), in her
first year of operation, chalked
up £85,797 through the
Consolidated Fisheries
(Sainats) Ltd. agency.



Above: the other half of Grimsby's top pair-fishing team — *Frances Bafen*. Below: *Jil-Annon* almost made £50,000 and she is Grimsby's leading inshore trawler.



JACINTA AGAIN AT FLEETWOOD

FLEETWOOD'S port
grossing record was
smashed last year
thanks to higher fish
prices and the efficien-
cy of the port's Gavina-
type stern trawlers
operated by J. Marr
and Son Ltd.

It was again a bigger ver-
sion of the class which gained
the accolade of top ship.
Jacinta, which in 1975 set up
a new port record with ear-
nings of £398,248, beat this
last year when she completed
15 trips to earn £508,225 — a
remarkable figure con-
sidering she is small by
distant-water side trawler
standards.

Three skippers shared the
command. Skipper Bill
Taylor began the year but he
then handed over to Skipper
Bernard Birley, who was
followed by Skipper Gordon
Wignall. All three are long-
time Merr-stoppers.

There was the usual battle
between *Jacinta* and her
sister-ship *Fydeas* for the top
position, but it was not to be
Fydeas's year. She spent
Christmas and New Year at
sea and so began 1977 with a
head start, but she had to be
satisfied with a total grossing
of £528,398.

The commander for most
of the year was Skipper Vic-
tor Buschlini, a previous top
skipper at the port.

These vessels did not out-
shine the smaller ships in the
class. Top in this section was
Iruano. She began the year
under Skipper Wignall and
was then taken over by
Skipper Tom Watson. She
made £450,266 from 15
voyages.

Her sister-ship *Lunedo*,
commanded by Skipper Bill
Reader, was not far behind.
She had a year's earnings of
£448,822 thanks to consistent
rather than dramatic fishing.

Completing the top section
is *Govino* which, under
Skipper Charlie Scott, com-
pleted 14 trips to earn
£435,862.

There was also success for
the Boston Deep Sea
Fisheries stern fisher work-
ing from the port. *Boston*
Beverley finished the year
with earnings of £411,872,
while her sister-ship, *Boston*
Blenheim, had a total of
£364,822. The former's gross-
ing came from 15 trips, while
Blenheim made only 11 trips.
Both trawlers were mainly
commanded by two skippers,
Bob Rawcliffe and Hugh
McMillan.

Among the port's side
trawlers *Boston Explorer* —
bought from Aberdeen as
Aberdeen Explorer several
years ago — had an excellent

year. Skipper Bill Anderson
and his crew brought the
vessel a distant-water gross-
ing of £321,665.

Hewett Fishing Co.'s two
large side trawlers working
from the port, *Ella Hewett*
and *Robert Hewett*, also put
up creditable performances.

The former, commanded
for the most part by Skipper
Jim Buckley, finished the
year with earnings of
£301,814, while *Robert*
Hewett (Skipper Dennis
McLaughlin) made £272,509.

The stern trawlers stole the
limelight in the middle-water
section. Top vessel was
Narina (Skipper Frank
Wilson) which earned
£319,125 from 17 trips. The
vessel also did an occasional
distant-water trip.

Hoston Stirling, with
Skipper Bill Bridge in com-
mand, had her share of
success by earning £272,895
from 17 trips. The stern
trawler *Idena* grossed
£256,256 from the same
number of voyages.

These were good returns
considering that both vessels
were hit by the enforced
switch to middle-water
fishing by the Icelandic
clamp-down.

Wyre Trawlers, which
operates the smaller type of
side trawler, had its high
points too. Wyre *Conqueror*
completed 19 trips during the
year and had a total grossing
of £271,909. This £38 ft.
vessel was closely followed by
the 132 ft. Wyre *Vanguard*.

Top GY freezer



AT GRIMSBY the eight-strong British United Trawlers fleet
freezers had a year of mixed fortunes. Apart from the difficulties
of no-go zones and quotas, the company had a wretched 50
mechanical set-backs which meant the fleet was seldom at full
strength. *Goth*, however, bettered 600 tonnes on some trips. She
was the top ship. She put ashore 2,868 tonnes in 1976. She was
followed by *Conqueror* (2,283 tonnes from five trips), *Dolphin*
(2,084 from four trips), and *Ross Vanguard* (£1,998 from five
trips). The latest table for the Dolphin Bowl Freezer Trawlers
— up to October '76 — has *Boyd Line's Arctic Galliard* (8,073
Terry Thresh) in the lead for the fifth month running, followed
Norse (Skipper Roy Waller), the 1975 winner, in second and
narrowing the points gap. *Mart's Junella* and *Parfield* are third
and fourth.

£261,321 year for seiner

SCOTTISH seine
netters continue to go
from strength to
strength with a
number grossing more
than £200,000.

Skipper Devie Smith of
Anstruther once again had a
fantastic year. During the
summer he took command of
the new 80 ft. steel seiner
Argonaut IV from
Campbeltown Shipyard and
delivered it to her new
owners.

Between the two boats he
made a total grossing of
£276,481.

Skipper Smith earned
£92,716 with *Argonaut III*
and £185,764 with *Argonaut*
IV. His catches were landed

at Aberdeen and sold by
Associated Fisheries
(Scotland) Ltd.

The result from the second
vessel is quite remarkable
considering she only began
fishing in July.

Top earning individual
seiner in 1976 was the 80ft.
Kestrel. Owned by Skipper
Ien Sutherland of Hopeman,
she worked from Peterhead
and grossed £261,321.

Kestrel did consistently
well throughout the year and,
by the end of May, had passed
the £100,000 mark she had
earned £200,000 by early Oc-
tober.

During the haddock fishing
ban in December she landed
some excellent catches of cod.
Built in Campbeltown
Shipyard in 1974, *Kestrel* is

powered by a 565 hp Cater-
pillar engine and has a
Norskav Leursen winch. Her
agent is Arthur Duthie and
Co. of Lossiemouth.

Skipper Sutherland and
his partners have recently
ordered an 86 ft. vessel from
Campbeltown Shipyard and
delivery is scheduled for early
next year.

The highest-earning seiner
in the Peterhead fleet, and sec-
ond overall in Scotland, is
the 88ft. *Harvest Hope III*
under Skipper Peter Stephen.
She made £235,134.

Skipper Stephen, who com-
manded *Harvest Hope III* from
the Aberdeen yard of John Lewis
and Sons Ltd. She is powered
by a Mirrelea Blackstone
engine of 837 hp and has
equipment including a Jensen
winch, Losala Hydraulics
rope reels and power block,
plus an Atlas echo sounder.

Agent for *Harvest Hope III*
is the Don Fishing Co. of
Peterhead.

Available figures show that
third in the Scottish seine net-
league is the 78ft. Anstruther
boat *Forthright*, fishing under
Skipper George Hodge.

Every year since her com-
pletion in 1969 *Forthright* has
been among the top-earning
seiners. She was second last
year with £200,011.

Her earnings for 1976
totalled £231,077 and this was
a particularly good result as
she was laid up for about six
weeks in the summer.

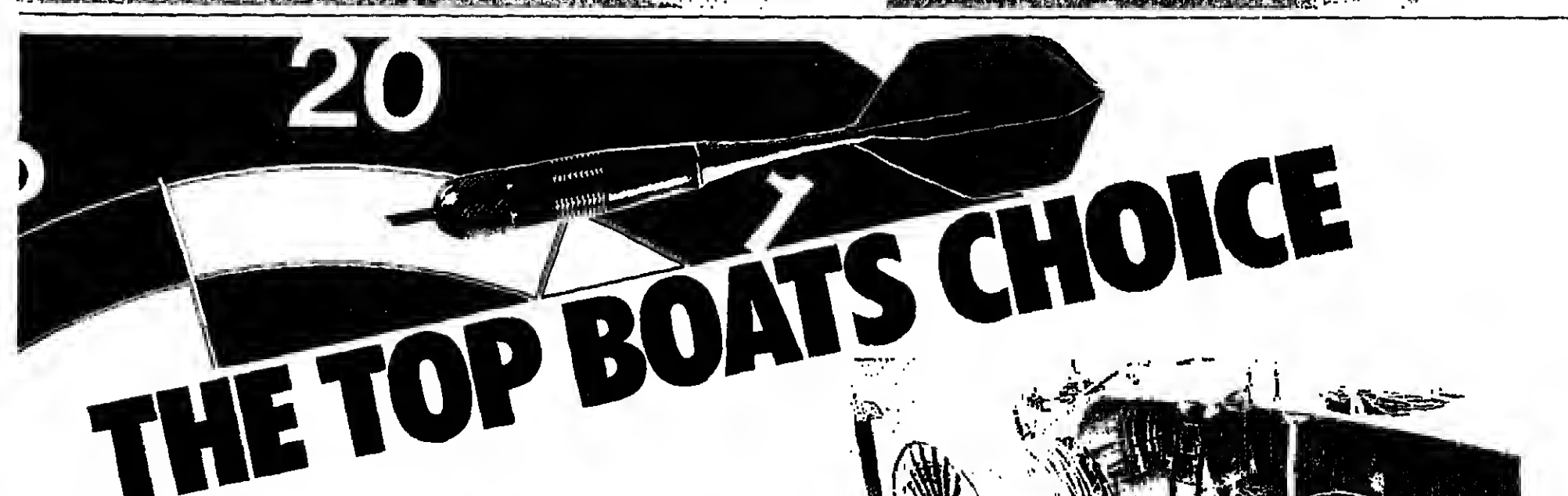
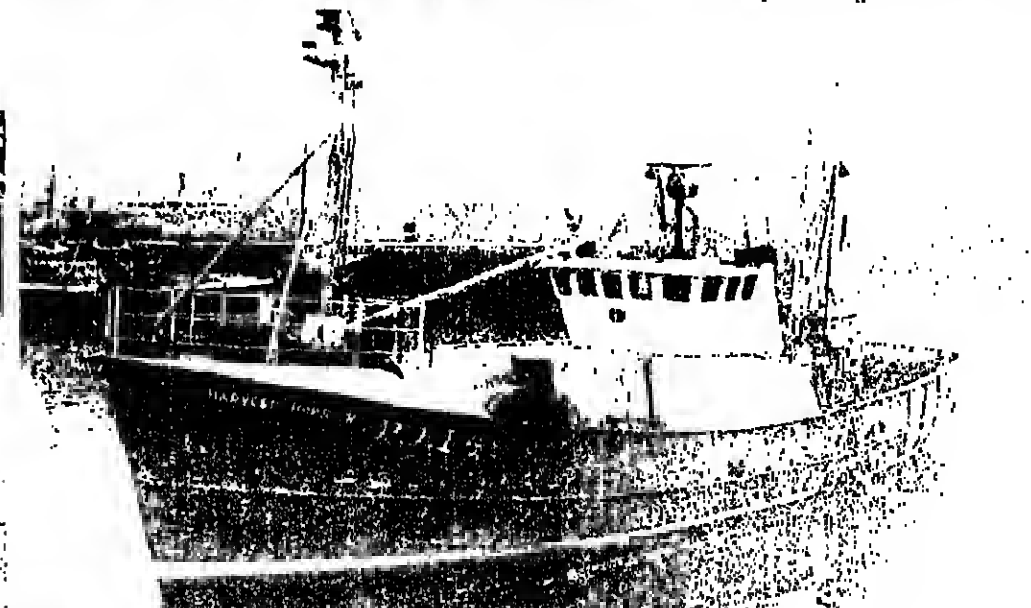
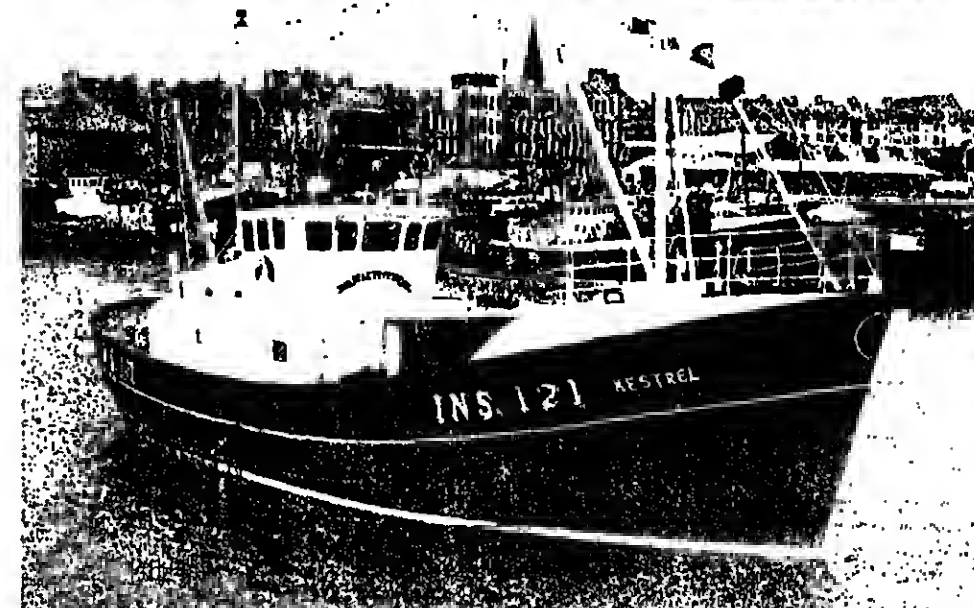
Built at the Peterhead yard
of Richard Irvin and Sons
Ltd., the wooden-hulled
Forthright is powered by a
Caterpillar engine and has a
Northorn Tool and Gear
winch, Repp power block,
Fishing Hydraulics rope reels
and Elac echo sounder.

She works out of Aberdeen
where her catches are land-
ed by Associated Fisheries
Ltd.

Among many outstanding
performances in the seiner
fleet was that put up by
Skipper David John Forman
of Peterhead with the 83ft.
wooden-hulled *Replenish*.
She finished the year with
£227,076.

Another remarkable figure
is the £225,000 earned by the
Wick seiner *Boy Andrew I*
which is only 71ft. long.

Fishing under Skipper
Norrie Bremner, she landed
the bulk of her catches in
Peterhead. The wooden-
hulled boat was built by
George Thomson and Son of
Buckie in 1973 and has a
Caterpillar engine.



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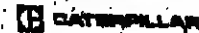
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'Old-timer' is top at Lowestoft

TOP trawler at Lowestoft last week was the Colne Group's *St. Georges*, under skipper R. Jones, which grossed £12,800 on Friday.

The 343-ton *St. Georges*, built in 1946 for Marr as *Thorina*, returned to port with 546 kits after 11 days, adding ahead of many much newer vessels.

With the exception of *Barnby Queen*, which landed on Thursday, all the other vessels in the top six landed on Monday. The Boston Group's *Boston Sea Dart* (Skipper A. Quantrell) came second with £12,780 from a 640-kit catch after 12 days. Colne's stern trawler *St. Phillip* (Skipper T. Martin) was third making £12,776

from a 551-kit catch after a trip of 14 days. *Barnby Queen*, landing on the Thursday, was in fourth place, returning after 12 days with 537 kits, the catch sailing for £12,249.

In fifth place came *Barnby's* sister ship — *Boltby Queen* (Skipper P. Thomas) — which made £12,210 from a 543-kit catch after 12 days at sea.

In sixth place Small & Co's *Suffolk Venture* (Skipper H. Baxter) made £12,112 from a 523-kit catch after 12 days. It is unusual that only £888 separates the first and sixth

highest grossings at the port. Other good landings during the week included *St. Nicolo* with 434 kits, *Boston Coronet* 450, the small stern trawler *Boston Sea King* 423, *Boston Lightning* (Colins Group) 618 and *Farnham Queen* 465 (landing on Tuesday). *Boston Shackleton* landed 519 kits, while *St. John* had 495, *Ripley Queen* 496 and the 202-ton sisters *Boston Morner* with 477 and *Boston Aztec* with 474 on Wednesday. On Thursday *Boston Wasp* came in with 464 kits. Colne Group's *Boston Lightning* has now been renamed *St. Luke*.

Big day

A NEW Scottish day trip record for a seine net boat was established at Aberdeen last week when the 48ft boat *Fruitful* made £3,531. Skipper-owner Gordon Cowie left port on the Monday morning and returned 12 hours later with 138cwt. of fish, mostly codling. The gross included roes. *Fruitful* carries a crew of five.

OWNERS MUST HELP STAMP OUT DRINKING

THE INDUSTRY has been recommended to take action against bringing unauthorised liquor aboard fishing vessels until the Government can legislate to make it an offence.

In a Parliamentary written reply on Monday last week, Stanley Clinton Davis, Under-Secretary for Trade, set out the findings of the inquiry into the loss of Wyre Victory and commented: "It was largely fortuitous that the casualty did not result in loss of life."

He said that the incident once more focussed attention on the dangers of heavy

drinking on board fishing vessels, which for long had been an acute problem. The court's recommendations on the problem could not be too strongly emphasised.

"There can be no doubt that where large quantities of alcoholic drink are taken on board illicitly and are freely available to the crew, this can constitute a serious and self-imposed threat to the safety of the vessel and life at sea."

"This report draws particular attention to the heavy responsibility which rests upon owners and unions alike to co-operate in a determined effort to stamp out unauthorised drinking at sea."

Milford markets paying off well

MARKETS were excellent at Milford Haven last week which helped make up for the bad weather and slack fishing which kept catches down.

Top ship of the week was *Rosevear* (Skipper Alax Simpson) which landed 126 kits for a grossing of £5,181.

On the same day the pocket trawler *Westerdale* (Skipper Frank Reynolds) made £2,014 from 49 kits. Between the vessels landed a total of 35 cod, 20 of whiting, 75 of roker, and 10 of turbot and brill.

Later in the week *Georgina Wilson* (Skipper Tom Smith) made £4,533 from 123 kits. On the same day an excellent daily average was returned by *Picton Sealion* (Skipper Trevor Salter). She was at sea for only eight days before returning with 93 kits which sold for £3,841.



Idena grossed £27,095 for 1,100 kits at Fleetwood to set up a new middle-water record.

Port best for 'Idena'

FLEETWOOD'S middle-water grossing record was broken in style last week when Skipper Tom Christy brought the stern trawler *Idena* back to port with 1,100 kits.

The catch sold for £27,095 which eclipsed the previous middle-water high of £21,002 made by the stern trawler *Boston Stirling* last year. *Idena* landed during a week when there were no distant-water catches and this helped push up her grossing.

Included in the 1,100 kits were 170 of cod, 300 of haddock, 260 of coley and 240 of dogs. All were high quality

and this was reflected in the demand. Skipper Christy, who is one of the port's most experienced middle-water fishermen, showed fully that British vessels can still be capable of working the middle-water grounds successfully, although distant-water areas must still provide their share of landings.

This was the highlight of a poor overall supply situation, but some of the port's pocket trawlers have begun picking up after a period in the doldrums. The 73ft *Resilience* was a case in point.

Skipper Dan Bailey took the vessel to the Irish Sea grounds and returned with 143 kits, including more than 80 of roker, grossing £1,349.

Such a haul of roker has become a rarity at the port in recent months, but the trade responded and the variety made good prices.

Roker
Craigmillar (Skipper John Jackson) also found roker. She had 71 kits of the variety in a total of 136, which sold for £3,172.

On the same day the more modern side trawler *Replenish* (Skipper Mick Aldin) landed 240 kits, including 11 of hake, 50 of cod, 219 kits, including 55 of haddock, 25 of coley and 60 of roker. As the prices indicate, demand was good for all varieties.

There were also good returns for the stern trawler

Resound (Skipper Chris Pook) which landed 258 kits, including 40 of cod, 30 of haddock, 110 of coley and 20 of roker, for a grossing of £5,331. Landing with *Resound* on the side trawler *Replenish*, which had been enjoying excellent run under Skipper Bill Ansell.

Although the vessel did hit the fish to the same extent as in recent trips, she was able to come back to port with a total of 151 kits — 30 of cod, 20 of haddock, 60 of coley and 10 of roker — selling for £1,751.

Gales

In the 100 to 110 ft. sector landings reflected the frequent gales which hit the coast. *Top vessel* *Replenish* (Skipper Mick Aldin) landed 240 kits, including 11 of hake, 50 of cod, 219 kits, including 55 of haddock, 25 of coley and 60 of roker. As the prices indicate, demand was good for all varieties.

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Billingsgate

FROM TIME to time injuries occur in Billingsgate, as in other industrial environments. Many are avoidable if people only exercised a little more care.

Take the recent case of Freddie Wiseman, who put his foot in an uncut nylon band that someone had carelessly stripped off a carton. He tripped and finished up with a broken shoulder, perhaps the worst result of a thoughtless practice that has endangered numerous victims.

No doubt a contributory cause was the prevalence of theft in the market which makes it very difficult to keep knives handy for cutting bands. They are too frequently 'borrowed' to fill a someone's 'bit of fish'.

Another preventable cause of nasty accidents is the practice of loading barrows with overhanging boxes. This results in trapped hands, or people caught behind the knees and sprawling on the cold wet floor.

Billingsgate is lucky, however, for help with these injuries and the many other strains and pulled muscles is close at hand. There is always the Mission and Sister Eleanor, whose capable, if somewhat cold, hands are able to help anyone in the seat of the trouble and start the necessary therapy.

Her room, whose cleanliness and neatness portend vividly with the market it overlooks, is hung with all sorts of ailments, porters and Sister Davy have.

There are the heat treatment lamps that ease the pain of muscle and dressing to cover the gashed finger, all injuries in that faintly antiseptic small which is a treatment room. And when one sees the tender care with which the injured and a 'pusher-up', one of life's fellows, filthy with sweat and neglect, are treated, one is reminded that the full life of the Mission is the Billingsgate Christian Mission and Dispensary.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£40,959: *Notts Forest*, Consol (Sk. G. Mussell), 1312k, WS, 24 days.
£39,265: *Barnsley*, Consol (Sk. M. Smith), 1306k, WS/NC, 24 days.
£36,335: *Huddersfield Town*, Consol (Sk. F. Kirby), 1226k, WS, 27 days.
£35,156: *Ross Kelly*, BUT (Sk. P. Phillipson), 1205k, NC, 25 days.
£33,531: *Boston Kestrel*, Boston (Sk. G. Evans), 1071k, WS/NC, 25 days.

Middle water

£19,203: *Nanao*, Taylor (Sk. G. Hughes), 779k, F/W, 18 days.
£17,537: *Ross Leopard*, BUT (Sk. J. Brown), 823k, W, 14 days.
£16,729: *Ross Panther*, BUT (Sk. G. Cunningham), 806k, W, 15 days.
£14,353: *Lucerne*, Lindsey (Sk. F. Gilchrist), 635k, W, 16 days.
£12,802: *Ermo*, Taylor (Sk. G. Smith), 652k, W, 13 days.

North Sea

£11,391: *Loreden*, Lindsey (Sk. G. Ireland), 369k, NS, 13 days.
£9,905: *Tom Grant*, Lindsey (Sk. A. Wraith), 354k, NS, 14 days.
£9,842: *Lofoten*, Lindsey (Sk. A. Hatton), 340k, NS, 13 days.

Sainers

£8,673: *Edie*, Danbrit (Sk. L. Gravesen), 278k, NS, 17 days.
£6,693: *Helian*, Sleight (Sk. B. Pedersen), 215k, NS, 18 days.
£6,553: *Beverley*, Allard (Sk. J. Stringer), 224k, NS, 18 days.
£5,487: *Sandringham*, Richardson (Sk. O. Kjaergaard), 183k, NS, 17 days.
£5,373: *Christen Bank*, Allard (Sk. K. Larsen), 177k, NS, 19 days.
£4,461: *Gladnes*, Allard (Sk. J. Olsen), 135k, NS, 10 days.

Pair teams

£17,106: *Margrethe Bojen*, (Sk. J. Bojen), 775k, and £14,143: *Frances Bojen*, (Sk. J. Richardson), 618k, both John R., NS, 13 days.

£4,690: *Grenaa Star*, (Sk. B. Host), 169k, and £2,456: *Grenaa Pearl*, (Sk. M. Potterton), 79k, both Sleight, NS, 16 days.

HULL

£86,787: *C.S. Forester*, Nawington (Sk. R. Taylor), 2,956k, NC, 19 days.
£62,854: *Kingston Amber*, BUT (Sk. M. Clark), 2,233k, NC, 24 days.
£49,590: *Benella*, Marr (Sk. R. Beamish), 1,682k, NC, 25 days.
£49,078: *Ross Trafalgar*, BUT (Sk. E. Ward), 1,615k, NC, 26 days.
£39,337: *Clarkwood*, John Wood, 1,407k, F.
£33,961: *Glen Urquhart*, Marr (Sk. S. Brown), 1,154k, F, 17 days.
£33,139: *Kingston Pearl*, BUT (Sk. L. Godman), 1,118k, NC, 26 days.

Sainers

£5,192: *Visborg*, Boston (Sk. V. Jensen), 205k, 22 days.

FLEETWOOD

Home water
£27,065: *Idenn*, Murr (Sk. T. Christy), 1,100 kits, 15 days.
£27,184: *Replenish*, Word (Sk. M. Oldman), 249 kits, 16 days.
£7,020: *Royalist*, Hewett (Sk. J. Pickess), 211 kits, 14 days.
£6,528: *Admiral Hume*, Hewett (Sk. D. McLoughlin), 219 kits, 15 days.
£5,827: *Resound*, Ward (Sk. C. Pook), 226 kits, 14 days.
£4,349: *Resilience*, Ward (Sk. D. Bailey), 143 kits, 16 days.
£4,300: *Marrie Jacob* (Irish), 71 kits.
£3,751: *Rosolute*, Ward (Sk. W. Ansell), 156 kits, 15 days.
£3,472: *Craigmillar*, Ward (Sk. J. Jackson), 136 kits, 16 days.
£1,686: *Alant*, Hewett, 61 kits, 11 days.

ABERDEEN

£48,188: *Ban Wyvis*, Irvin (Sk. A. Campbell), 1515k, F, 15 days.
£28,023: *Starwood*, John Wood (Sk. E. Clark), 884k, F, 13 days.
£26,334: *Japonica*, John Wood (Sk. A. Scott), 937k, F, 15 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea and Norway Coast: *Aldershot*, *Belgium*, *Blackburn Rovers*, *Northern Gif*, *Prince Philip*, *Ross Ramilies*, *Rudyard Kipling*, *Vionovo*, *Vivario*, *From Paros* and *Westerly*: *Lepanto*, *Onaki*, *Ross Ciel*, *Ross Panther*.

Ross Zebra, Nonno, Sando, Tokin.

HULL

Expected during the week from White Sea and Norway coast: *Arctic Cavalier*, *Arctic Vondel*, *Arctic Rebel*, *Lock Eriksbo*, *Ross Oranto*, *Ross Attior*, *Ross Orion*, *St. Giles*.

PORT MARKETS

MONDAY, FEBRUARY 21

GRIMSBY

A good supply of 6,375 kits from 10 boats met a good demand. Prices: shell cod, £2.70/£3.50; codling, £3.20/£3.70; large haddock, £3.40/£3.90; medium, £3.70; small, £2.20/£2.90; large plaice, £2.70; best small, £2.70/£3; large skinned dogfish, £6; medium, £4.80; saithe, £1.80/£2.30; reds, £1.40/£1.90.

ALL SHELLFISH

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per stone. No rock fish or lemon sole.

HULL

4,791 kits from two distant water vessels and two North Sea sailers. Price ranges per 10st. Kit: heads on: shell cod, £29.50/£33.50; leverage £31.90; bulk, £29/£33.50 (£31); shell codling, £22/£24.50 (£29.40); shell haddock, £28/£35.50 (£31.50); coley, £14/£22 (£17.80); bergylta, £11/£20 (£15). No distant water plaice, halibut, hulk codling or bulk haddock.

LOWESTOFT

Prices: cod, £39/£22; large plaice, £22; medium, £22.50/£22; small, £23/£22; codling, £27/£24; large haddock, £38/£34; small, £26/£23; large turbot, £17/£16; lemon sole, £30/£26; Dover sole, £180/£105; slaps, £180/£195; brill, £45/£40; dobs, £25/£18; catfish, £20; per 10st. kit.

BRIXHAM

Prices: cod, £4; large plaice, £1.40; medium, £2.80; large turbot, £17.80; small, £8.50; large whiting, £3; small, £2; large lemon sole, £7.50; medium, £6.50; large Dover sole, £14; medium, £20; large brill, £8.70; small, £4.20; ray, £3.20; squid, £5.90; monkfish, £21; large dogfish, £3.20; ray wings, £5.50; pollock, £3.20; per stone; scallops, £1.25 per doz.

NORTH SHIELDS

Prices: cod and sprags, £24/£25.50; medium codling, £23; small, £19/£21; large haddock, £23.90/£25; selected small, £22; small, £17/£20; whiting, £14/£17.25; round whiting, £10/£11.25, per 40 kilo unit.

EYEMOUTH

Prices: large codling, £26; medium, £23/£23.50; best small, £21/£22; small, £20; medium haddock, £21/£22.50; small, £19.40/£20.90; best arosil, £20.90/£23; small whiting, £3/£19; medium, £18, per 7st. kit. crabs, £8.50; per 4st. box. lobster, £15, per lb.

TUESDAY, FEBRUARY 22

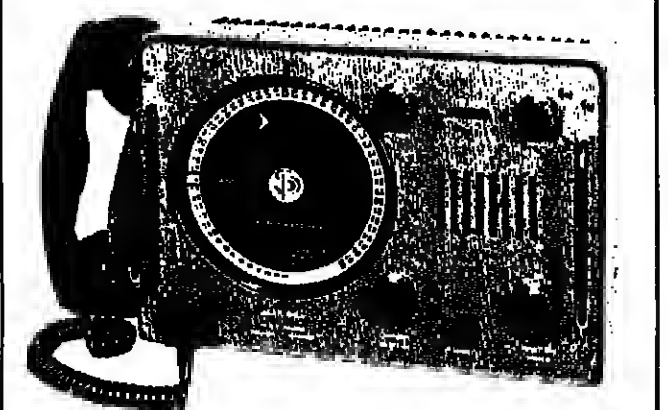
FRASERBURGH

1,484 boxes from 40 boats. Prices: small haddock, £14/£15; selected, £19.50/£21; large, £21/£22; round small codling, £21/£21.50; selected, £21/£22; roil and sprag, £24/£28; coley, £12; monkfish, £29/£30; pollock, £20; selected whiting, £18/£19; round, £13/£15; all small plaice, £2.50/£2.80; best, £3.40/£3.80; small lemon sole, £3.50/£4; best, £8.50/£7; all per stone.

PETERHEAD

4,362 boxes from 43 boats. Prices: cod and codling,

SAILOR marine radio equipment

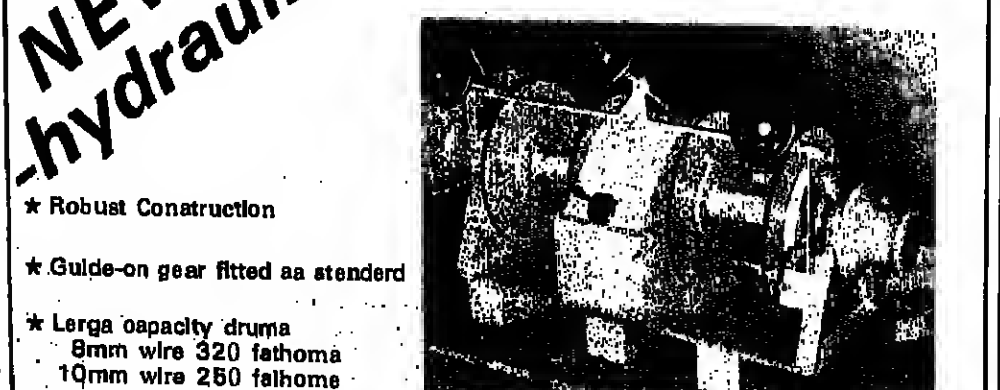


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BILLINGSGATE

ON TUESDAY 237 tons were 30p/35p; under 3lb, 20p/25p; delivered. Average selling prices on merchants' stalls: salmon, 52p/80p, per lb. cyprine, £11/£22; rainbow trout, £2/£2.50; per 100, scallops, £1.70; per dozen, Scotch winkles, £13; Irish £13; per doz, mussels, English £4.40; Irish £3.75; per doz. smoked salmon, £3, per lb; large turbot, £9.90/£21; medium, £9.10/£11.90; small, £5.60/£7.70; large haddock, £5.00/£5.40; medium, £3.50/£4.90; small, £2.10/£2.80; Danish plaice, £13/£13.10; £5/£5.50; large halibut, £18.20/£22.40; medium, £19.20/£22.40; small, £18.40/£20.80; selected lemon sole, £28; bass, £10.90; red mullet, £6.20/£6.80; headless haddock, £4.40/£4.90; fillets, shell cod, £7.40/£8; bulk, £7.20/£7.50; coalfish, £3.80/£4.20; haddock, £7.30/£8.80; hano water haddock, £4.15, £3.50/£3.80; k11, £3.50; cut, ribbons, £5.10/£5.20; jumbies, £5.50/£5.10; selected whiting, £2.60; small, £2; small English dogfish, £4.50/£5; large, £5.50/£6.20; mackerel, £2/£2.20; fresh herrings, £1.30/£1.35; London, £7.40/£7.60; golden squid, £6.80; filleted kippers, £1.80; selected kippers, £1.50/£2, per stone.

RETAIL PRICES
AVERAGE national retail prices on Tuesday February 22, as supplied by the National Federation of Fishwharves, are: cod fillet, 50p; down 1lb; plaice fillet, 50p; up 1lb; smoked cod fillet, 50p; up 4p; mackerel, 25p; up 4p; herring, 15p; up 5p; kipper, 54p; 2p, all per lb. With the exception of haddock, good round fish catches have been maintained with prices much the same as last week. Best fish are suitable fillets, small plaice and small lemon soles.

SELECTED fish, £1.20; unsalted, £1.80; crabs, over 3lb, 50p.

HERRING REPORT

FRIDAY, FEBRUARY 18
Hull: 12 trawlers, 30 tonnes; home-market, £15.40/£19.40; regular to very mixed, 340/550 per 50kg. Lerrick: supplies expected, bad weather.

SATURDAY, FEBRUARY 19
Lerrick: two trawlers, 30 tonnes; home-market, £15.40/£19.40; regular to very mixed, 340/550 per 50kg. Lerrick: supplies expected, bad weather.

MONDAY, FEBRUARY 21
Lerrick: one trawler, 37 tonnes; two trawlers, 52 tonnes; home-market, 20 tonnes at £14; kloudyking, 60 tonnes at £14; mixed sparis, 360/380 per 50kg.

TUESDAY, FEBRUARY 22
Sharncliffe: one trawler, 18 tonnes; two trawlers, 18 tonnes; home-market, 18 tonnes at £19; kloudyking, 18 tonnes at £18.40/£20.10; mixed sparis, 360/380 per 50kg. Lerrick: five trawlers, 40 tonnes; home-market, 40 tonnes at £15.40/£19.40; regular to very mixed, 340/550 per 50kg. Lerrick: 15 trawlers, 50 tonnes; home-market, 15 tonnes at £14; kloudyking, 140 tonnes at £14; mixed sparis, 360/380 per 50kg.

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